Exhibit B:

Environmental Documents (ENV-2022-6081-MND)

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Mitigated Negative Declaration

Fallbrook Automatic Car Wash

Case Number: ENV-2022-6081-MND

Project Location: 22736 West Victory Boulevard, Woodland Hills, California, 91367

Community Plan Area: Canoga Park – Winnetka – Woodland Hills – West Hills

Council District: 3 – Bob Blumenfield

Project Description: The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard.

PREPARED BY:
The City of Los Angeles
Department of City Planning

APPLICANT:
Moti Balyan

OWNER:
Gulatta Roberta

January 2023

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed **Fallbrook Automatic Car Wash** ("Project"). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	**FALLBROOK AUTOMATIC CAR WASH**
ENVIRONMENTAL CASE NO.	**ENV-2022-6081-MND**
RELATED CASES	**APCSV-2022-6080-ZC-CU-WDI**
PROJECT LOCATION	22736 WEST VICTORY BOULEVARD, WOODLAND HILLS, CA 91367
COMMUNITY PLAN AREA	CANOGA PARK – WINNETKA – WOODLAND HILLS – WEST HILLS
EXISTING GENERAL PLAN DESIGNATION	COMMUNITY COMMERCIAL
EXISTING ZONING	C2-1VL & P-1VL
PROPOSED ZONING	(T)(Q)C2-1VL
COUNCIL DISTRICT	3
LEAD AGENCY	**City of Los Angeles**
STAFF CONTACT	TREVOR MARTIN
ADDRESS	200 NORTH SPRING STREET, ROOM 763, LOS ANGELES, CA 90012
PHONE NUMBER	(213) 978-1341
EMAIL	TREVOR.MARTIN@LACITY.ORG
APPLICANT	MOTI BALYAN
ADDRESS	5951 VARIEL AVENUE, WOODLAND HILLS, CA 91367
PHONE NUMBER	(818) 462-3105

PROJECT DESCRIPTION

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the project site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

ENVIRONMENTAL SETTING

The subject property is a level, rectangular-shaped lot encompassing a total lot area of approximately 31,048 square feet. The subject property has a street frontage of 100 feet along the south side of Victory Boulevard.

The subject property is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) built in 1970 (Building Permit No. 1970VN58869). The car wash facility consists of four structures and has three canopies. Prior to being used as a car wash facility, the site had previously been used as a real estate office and storage building. Ingress and egress to and from the site is provided via two two-way driveways at the north end the property, along Victory Boulevard, as well as a single two-way driveway at the south end of the property adjoining a cul-de-sac on Friar Street. The westerly and southerly perimeters of the site consist of masonry block walls, while the easterly perimeter contains wrought-iron fencing. A wrought-iron vehicular access gate is located at the southeast corner of the site. According to a Tree Letter dated March 29, 2022, prepared by McKinley & Associates (Appendix E), the subject property does not contain any trees or landscaping.

The project site is zoned C2-1VL and P-1VL and is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which designates the subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The project site is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The subject property is not located within a Hazardous Waste Site, Methane Hazard Site, an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, a Landslide Area, a Very High Fire Hazard Severity Zone, Flood Zone, Tsunami Inundation Zone, or Hillside Area. The Project Site is located within a BOE Special Grading Area and Liquefaction Area and is located approximately 13.33 kilometers from the nearest fault zone (Malibu Coast Fault).

Surrounding properties are within the C2-1VL, P-1VL, and RA-1 zones and contain a variety of commercial and residential land uses. Abutting the subject property to the north, across Victory Boulevard, is a C2-1VL zoned lot that is improved with an Aldi grocery store, and Chick-fil-A fast-food restaurant and drive-through that are surrounded by a surface parking lot. Abutting the project site to the east is a C2-1VL and P-1VL zoned lot that is improved with a Jack in the Box fast-food restaurant and drive-through. Lots abutting the subject site to the south and southeast are zoned RA-1 and are improved with single-family dwellings. Properties abutting the subject property to the east and southeast are zoned C2-1VL and P-1VL and are improved with a Mobile

gas station, a two-story, multi-tenant dental office building, a Veterinarian Hospital (VCA Parkwood animal Hospital), and Cannabis Dispensary (The Syndicate).
(For additional detail, see "Section 3. PROJECT DESCRIPTION").

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED
(e.g. permits, financing approval, or participation agreement)

None.

CALIFORNIA NATIVE AMERICAN CONSULTATION

Yes.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION
(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Trevor Martin	City Planning Associate
PRINTED NAME	**TITLE**
Trevor Martin	1/24/2023
SIGNATURE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    a) The significance criteria or threshold, if any, used to evaluate each question; and

    b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location and Existing Conditions

The subject property is a level, rectangular-shaped lot encompassing a total lot area of approximately 31,048 square feet. The subject property has a street frontage of 100 feet along the south side of Victory Boulevard.

The subject property is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) built in 1970 (Building Permit No. 1970VN58869). The car wash facility consists of four structures and has three canopies. Prior to being used as a car wash facility, the site had previously been used as a real estate office and storage building. Ingress and egress to and from the site is provided via two two-way driveways at the north end the property, along Victory Boulevard, as well as a single two-way driveway at the south end of the property adjoining a cul-de-sac on Friar Street. The westerly and southerly perimeters of the site consist of masonry block walls, while the easterly perimeter contains wrought-iron fencing. A wrought-iron vehicular access gate is located at the southeast corner of the site. According to a Tree Letter dated March 29, 2022, prepared by McKinley & Associates (Appendix E), the subject property does not contain any trees or landscaping.

The Project Site is zoned C2-1VL and P-1VL and is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which designates the

subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The Project Site is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The subject property is not located within a Hazardous Waste Site, Methane Hazard Site, an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, a Landslide Area, a Very High Fire Hazard Severity Zone, Flood Zone, Tsunami Inundation Zone, or Hillside Area. The Project Site is located within a BOE Special Grading Area and Liquefaction Area and is located approximately 13.33 kilometers from the nearest fault zone (Malibu Coast Fault).

3.2.2 Surrounding Land Uses

Surrounding properties are within the C2-1VL, P-1VL, and RA-1 zones and contain a variety of commercial and residential land uses. Abutting the subject property to the north, across Victory Boulevard, is a C2-1VL zoned lot that is improved with an Aldi grocery store, and Chick-fil-A fast-food restaurant and drive-through that are surrounded by a surface parking lot. Abutting the project site to the east is a C2-1VL and P-1VL zoned lot that is improved with a Jack in the Box fast-food restaurant and drive-through. Lots abutting the subject site to the south and southeast are zoned RA-1 and are improved with single-family dwellings. Properties abutting the subject property to the east and southeast are zoned C2-1VL and P-1VL and are improved with a Mobile gas station, a two-story, multi-tenant dental office building, a Veterinarian Hospital (VCA Parkwood animal Hospital), and Cannabis Dispensary (The Syndicate).

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Mitigated Negative Declaration will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32 F, a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL;

- Pursuant to LAMC Section 12.24 W.4, a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone;

- Pursuant to LAMC Section 12.37 I.3, a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard; and

- Other discretionary and ministerial actions and approvals that may be deemed necessary, including, but not limited to, temporary street closure(s), demolition, grading, excavation, building, and signage.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

No Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project is not located on or near any scenic vista. Therefore, no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of the site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility reaching a maximum height of 32 feet, 6 inches. The subject site is located in an urbanized area in the City. Surrounding properties are developed with one- to two-story commercial and residential developments, and surface parking lots. The height and scale of the proposed building would be consistent with the surrounding development. The proposed project will not change the visual character of its surroundings. Therefore, impacts will be less than significant, and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less Than Significant Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility that will reach a maximum height of 32 feet, 6 inches. Due to the urbanized nature of the neighborhood, moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. The proposed lighting however, will be shielded from adjacent properties and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, impacts related to light or glare would be less than significant, and no mitigation is required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is located within a developed and urbanized area of the City. No farmland or agricultural activity exists on or near the Project Site. No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. As such, no impacts would occur, and no mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site is currently designated for Community Commercial land uses and is zoned C2-1VL and P-1VL. The subject property comprises a single rectangular-shaped lot that is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) built in 1970. Prior to being used as a car wash facility, the site had previously been used as a real estate office and storage building. The project proposes the removal and replacement of the existing car wash with a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. As such, the Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site. Therefore, no impacts would occur, and no mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As previously stated, the Project Site has a current land use designation of Community Commercial and is zoned C2-1VL and P-1VL. The Project Site is currently improved with an existing car wash facility. As such, the Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. Therefore, no impacts would occur, and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is not designated or zoned for forest or timberland or used for foresting. Additionally, the Project Site is located in an urbanized area of the City and is not within any forestland area. As such, no impacts would occur, and no mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California. As such, no impacts would occur, and no mitigation is required.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. 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 2016 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. The 2016 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.8 With regard to future growth, SCAG has prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016-2040 RTP/SCS are based in part on projections originating under County and City General Plans. These growth projections were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2016 AQMP. The 2020-2045 RTP/SCS was approved in September 2020. Consistency with the 2020-2045 RTP/SCS is therefore analyzed in Land Use, Greenhouse Gas Emissions and Energy sections of this Initial Study/MND. However, the 2016 AQMP relies on the 2016-2040 RTP/SCS and is therefore addressed for consistency with the 2016 AQMP.

The 2016 AQMP was adopted by the SCAQMD as a program to lead the Air Basin into compliance with several criteria pollutant standards and other federal requirements. It relies on emissions forecasts based on demographic and economic growth projections provided by SCAG's 2016-2040 RTP/SCS. SCAG is charged by California law to prepare and approve "the portions of each AQMP relating to demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies." Projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and not to interfere with its attainment. The SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess whether the project would directly obstruct implementation of the plan and whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the plan is based.

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 Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility. The project would not lead to a substantial increase in regional employment or population growth. The Project would generate part-time and full-time jobs associated with construction and operation of the new car wash facility. As such, the Project would not result in additional permanent employment. Therefore, the Project would be consistent with the demographic projections set forth in SCAG's 2016-2040 RTP/SCS and which were used in the 2016 AQMP because the Project would result in no increase in population or permanent employment. Thus, the Project would not conflict with or obstruct implementation of the 2016 AQMP.

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. To achieve the goals of the Air Quality Element, performance-based standards have been adopted by the City of Los Angeles to provide flexibility in implementation of its policies and objectives. The goal, objectives, and policies provided in the City's Air Quality Element applicable to the Project include the following:

- Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.
- Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the AQMP, increase traffic mobility, and sustain economic growth citywide.
- Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
- Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.
- Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

The Project would result in a net decrease in the number of daily trips for the site by 4 trips per day. The net decrease of 4 daily vehicle trips is well below the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips. Additionally, according to the Air Quality and Greenhouse Gas Study prepared by Yorke Engineering, LLC dated June 15, 2022, provided in Appendix A, and utilizing the California Emissions Estimator Model® (CalEEMod), the project does not reach the established thresholds of potential significance for air quality per the SCAQMD.

Thus, the Proposed Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, impacts would be less than significant, and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. A significant impact would occur if the Proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using CalEEMod, the statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results as summarized in the Air Quality and Greenhouse Gas Study conducted by Yorke Engineering, LLC dated June 15, 2022 provided in Appendix A, overall construction (maximum daily emission) for the Proposed Project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NO_X), Carbon Monoxide (CO), Sulfur Oxides (SO_X), and Respirable and Fine Particulate Matter (PM_{10} and $PM_{2.5}$, respectively). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SOx, 150 lbs/day for PM_{10}, and 55 lbs/day for $PM_{2.5}$ during the construction phase. Additionally, the project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SOx, 150 lbs/day for PM_{10}, and 55 lbs/day for $PM_{2.5}$ during the operational phase. The primary source of operation phase emissions are on-road vehicles traveling to and from the Site and standard car wash operational activities such as landscape equipment, energy use, and water use. The project operational emissions output is also below the significance thresholds for the above referenced criteria pollutants with regard to overall operational emissions.

The proposed Project Site is approximately 0.71 acres in source-receptor area (SRA) Zone 6 – West San Fernando Valley. The 1-acre screening lookup tables were used to evaluate NOx, CO, PM10, and PM2.5 impacts on nearby receptors. The nearest receptor is approximately 25 meters away from the site. Therefore, the impact evaluation was performed using the closest distance within SCAQMD LST tables of 25 meters for construction. (SCAQMD 2008a).

The LST results provided in the Air Quality and Greenhouse Gas Study conducted by Yorke Engineering, LLC. dated June 15, 2022 show that on-site emissions from construction and operations would meet the LST passing criteria at the nearest receptors (25 meters).

Therefore, the Proposed Project would result in a less than significant impact related to regional operational emissions and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. A significant impact would occur if the Proposed Project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. The Project Site is surrounded by residential, commercial, and light industrial uses. The Project is

subject to grading and construction standards to mitigate air pollution and dust impacts. Additionally, the project is not expected to contribute to pollutant concentrations or expose surrounding residences and other sensitive receptors to substantial pollutant concentrations. The Project is required to meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading, and construction related to air pollution. Therefore, construction and operation of the project would result in a less than significant impact for both localized and regional air pollution emissions and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The construction, use, and maintenance of the proposed three-story commercial office building would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed car wash use would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

IV. BIOLOGICAL RESOURCES

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

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site is located within an urbanized area that does contain any biological resources or habitat area. The site is currently zoned C2-1VL and P-1VL and is designated for

Community Commercial land uses by the General Plan. The subject property is a single, level interior lot that is currently improved with an existing coin-operated car wash facility.

The proposed project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the project site. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. The project involves a like for like development and use that is consistent with the scale and character of the neighborhood. Therefore, no impact will result, and no mitigation is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The Project Site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. In addition, the Project Site does not contain any existing trees or vegetation. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Services. No impacts would occur, and no mitigation is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protect wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The Project Site is located in an urbanized area and is currently improved with an existing coin-operated car wash facility and does not contain any existing trees or vegetation. The proposed Project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. As such, no impacts would occur, and no mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the Project Site and surrounding area, the Project Site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. As such, no impact would occur, and no mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). According to a Tree Report prepared by McKinley & Associates dated March 29, 2022 (Appendix E), the project site does not contain locally protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). No impacts would occur, and no mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. No impacts would occur, and no mitigation is required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

No Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of or remove identified historical resources. The subject property is a single lot that is currently improved with an existing coin-operated car wash facility that was built in 1970. The proposed project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. None of the existing structures on site have been identified as a historic resource by local or state agencies, and the Project Site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Therefore, no impacts would occur, and no mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less than Significant Impact With Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource was removed, altered, or destroyed as a result of the Proposed Project. Section 15064.5 of the State CEQA guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, or resources that constitute unique archaeological resources. Most of the natural ground-surface appears to be obscured by urban development; consequently, not all surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition will in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources will not be attempted by project personnel. Thus, impacts will be less than significant with mitigation incorporated and no further analysis is needed.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact With Mitigation Incorporated. A significant impact would occur if previously interred human remains would be disturbed during excavation activities associated with project construction. No human remains are expected to be located on the Project Site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Thus, impacts will be less than significant with mitigation incorporated and no further analysis is needed.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency. As such, impacts of the Project would be less than significant, and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automatic car wash facility. As stated above, the project's improvements and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, impacts of the project would be less than significant, and no mitigation is required.

VII. GEOLOGY AND SOILS

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

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. According to the California Department of Conservation Special Studies Zone Map, the Project Site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The Project Site is 13.33 kilometers from the nearest fault zone (Malibu Coast Fault). Earthquake hazard zones define areas subject to three distinct types of geologic ground failures: 1) fault rupture, where the surface of the earth breaks along a fault; 2) liquefaction, in which the soil temporarily turns to quicksand and cannot support structures; and 3) earthquake-induced landslides. The Geotechnical Investigation Report (Appendix C) dated April 7, 2022, prepared by Geo Environ Engineering Consultants states the site is generally free from geologic or seismic hazards that would preclude the proposed development. Furthermore, the seismic design requirements of the 2020 Los Angeles Building Code will be followed therefore the proposed development is considered feasible from a geotechnical perspective. Thus, impacts related to fault rupture would be less than significant, and no mitigation is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the proposed project could expose people and structures to strong seismic ground shaking. The design of the Project would be in accordance with the provisions of the latest California Building Code and Los Angeles Building Code (implemented at the time of building permits) and will mitigate the potential effects of strong ground shaking. The design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC). Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk of loss, injury or death. In addition, a Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc., and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and implemented during design and construction. See Appendix C for a copy the report. Therefore, impacts related to seismic ground shaking will be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Per the LADBS Soils Report

Approval Letter (Log No. 121766) dated June 17, 2022, the site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The Liquefaction study included as a part of the 04/07/2022 report demonstrates that the site soils are subject to liquefaction. The earthquake induced total and differential settlements are calculated to be 0.929 and 0.6 inches, respectively. However, these settlement magnitudes are considered by the Department to be within acceptable levels. The requirements of the 2020 City of Los Angeles Building Code have been satisfied. In addition, a Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, dated April 7, 2022 (Appendix C) and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and implemented during design and construction. Therefore, impacts related to seismic-related ground failure, including liquefaction, will be less than significant.

iv) Landslides?

No Impact. A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides. As such, no impacts would occur, and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction of Proposed Project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Proposed grading would result in approximately 70 cubic yards of soil being imported to the Project Site. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil. As such, impacts would be less than significant, and no mitigation is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. A Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc., dated April 7, 2022 and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and

implemented during design and construction. Subsequently, a Los Angeles Building & Safety Soils Report Approval Letter (Log No. 121766) dated June 17, 2022, concluded that project's Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc. is acceptable. Furthermore, the proposed car wash facility will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant, and no mitigation is required.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. The Project Site is not located in an area known to have expansive soils. A Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc., dated April 7, 2022 and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and implemented during design and construction. Subsequently, a Los Angeles Building & Safety Soils Report Approval Letter (Log No. 121766) dated June 17, 2022, concluded that project's Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc. is acceptable. Therefore, no impact will occur, and no mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The Project Site is located in an urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur, and no mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a significant impact could occur if grading or excavation activities associated with the Project were to disturb unique paleontological resources or unique geologic features that presently exist within the Project Site. The Project Site is located within an urbanized area that has been subject to grading and development in the past and is not known to contain any unique paleontological resource or site or unique geologic feature. Potential paleontological or geologic impacts of the Project would be less than significant, and no mitigation is required.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.

The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. Therefore, impacts will be less than significant, and no mitigation is required. For the detailed description of the Greenhouse Gas analysis and results, refer to Appendix A.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the

metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility on a site currently zoned C2-1VL and P-1VL and designated by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan for Community Commercial land uses. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. The project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. Therefore, impacts will be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact would occur if the Proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. The Project would involve the limited use and storage of common hazardous substances typical of those used in commercial and light industrial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. The Project will comply with all applicable rules of the Southern California Air Quality Management District. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The Project Site is currently improved with an existing coin-operated car wash facility that was constructed in 1970. The existing on-site structures, therefore, may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). The project involves the demolition and removal of the existing coin-operated car wash and the construction of a new automatic car wash facility. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed in accordance with applicable regulations prior to demolition. As such, impacts related to asbestos and lead-based paint will be less than significant impact, and no mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard (i.e., such as exposure to lead based paint, polychlorinated biphenyls, or asbestos). While there are several residential properties located within 500 feet of the project site, the construction and operation of the new car wash facility will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Given the Project's proposed scope of work and required compliance with existing State laws regarding removal (if needed), impacts related to hazardous emissions, materials, substances, or waste, will be less than significant, and no mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the Project Site. Therefore, the proposed Project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. A significant project-related impact may occur if the Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Van Nuys Airport, approximately 7.7 miles away. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The project is located in close proximity to the nearest emergency route – Santa Monica Boulevard (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is located within a highly urbanized area of the City and does not include wildlands or high-fire-hazard terrain or vegetation. In addition, the project site is not identified by the City as being located within an area susceptible to fire hazards. Additionally, the proposed commercial development use would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, the project would not subject people or structures to a significant risk or loss, injury, or death as a result of exposure to wildland fires. No impacts related to this issue would occur, and no mitigation is required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems.

The Project Site will add more than 500 square feet of impervious space, which will meet the City thresholds for Low Impact Development (LID) review. The project is expected to comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts and the City's Low Impact Development (LID) Ordinance. The purpose of the LID standards is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. The LID Ordinance requires that the project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. LID practices can effectively remove nutrients, bacteria, and metals while reducing the volume and intensity of stormwater flows. As such, potential water quality impacts from the project would be less than significant, and no mitigation is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on groundwater level if the project were to change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. The project is not adjacent to a well field nor part of a groundwater recharge area. The Proposed Project would not require the use of groundwater at the Project Site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not being proposed and the scope of the work thus would not result in the interception of existing aquifers or penetration of the existing water table. Additionally, any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance. The LID Ordinance requires that the project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. As such, through project design features and through regulatory compliance, impacts on groundwater supplies and groundwater recharge would be less than significant, and no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. A significant impact would occur if the Proposed Project would substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, such that erosion or siltation would result. The Project Site does not contain, nor is adjacent to, any stream or river. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the Project Site and surrounding area would not occur. Therefore, the Proposed Project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation and no mitigation is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G*,* a project could have a significant impact on surface water hydrology if the project were to result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The project site does not contain, nor is adjacent to, any stream or river. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. The site is already developed with impermeable uses as an existing car wash facility. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the Proposed Project would result in less than significant impacts related to flooding on- or off-site, and no mitigation is required.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than Significant Impact. Based on the criteria established in the State's CEQA Guidelines and Appendix G*,* a project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. Runoff from the project site would be collected on the site and directed towards existing storm drains in the project vicinity. Pursuant to local practice and City regulations, stormwater retention would be required as part of the City's Standard Urban Stormwater Mitigation Plan (SUSMP) implementation features and the requirements of the Low Impact Development (LID)

ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Proposed Project would result in less than significant impacts related to existing storm drain capacities or water quality and no mitigation is required.

iv. Impede or redirect flood flows?

Less than Significant Impact. The project site is located in an urbanized area that is currently served by storm drain infrastructure. The project would not change this local drainage pattern; therefore, the project would not have the potential to impede or redirect floodwater flows. Impacts would be less than significant, and no mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A significant impact would occur if the project site were sufficiently close to the ocean or other water body to potentially be at risk of seismically induced tidal phenomena (e.g., seiche and tsunami), or was within a flood zone, and if the project site utilized, stored or otherwise contained pollutants that would be at risk of release if inundated. The Project Site is not located within a Tsunami Inundation Zone or Flood Zone. Furthermore, the proposed use does not involve the storage or use of substantial quantities of potential pollutants. No impacts would occur, and no mitigation measures are necessary.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. A significant impact could occur if the project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. The project would comply with the City's Low Impact Development (LID) ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. Impacts would be less than significant, and no mitigation is required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which involves the replacement of an existing coin-operated car wash with a new automatic car wash facility within an urbanized area of Los Angeles, would not divide an established community. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigation. The project site is located within Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area and is currently zoned C2-1VL and P-1VL with a General Plan land use designation of Community Commercial. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. The decision maker will determine whether the discretionary requests would conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

XII. MINERAL RESOURCES

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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact would occur if the Proposed Project would result in the loss of availability of known mineral resources of regional value or locally important mineral recovery site. The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is designated for Community Commercial land uses and not as a mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed Project would not result in the loss of availability of any known, regionally or locally valuable mineral resource, and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if the Proposed Project would result in the loss of availability of known mineral resources of regional value or locally important mineral resource recovery site. The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is currently designated for Community Commercial land uses and not as a mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. A noise impact is considered potentially significant if project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so, subject to confirmation under the Los Angeles Municipal Code (LAMC) Noise Regulation. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility.

Construction noise levels will vary at any given receptor and are dependent on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and the presence or absence of barriers between the noise source and receptor. The project does not propose to deviate from any requirements of the Noise Element of the General Plan, Section 111 of the L.A.M.C., or any other applicable noise standard. The project is required to 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 at adjacent uses unless technically infeasible. Construction noise is typically governed by ordinance limits on allowable times of equipment operations. The City of Los Angeles limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on Sunday.

A Noise Study dated July 6, 2022 was prepared by Advanced Engineering Acoustics to analyze construction and operational noise from the Proposed Project (See Appendix D). Although the estimated construction-related exterior noise levels associated with the Proposed Project would normally be below the 75 dBA threshold, there may be times when the construction activities could intermittently and marginally exceed the 75 dBA threshold at 50 feet from the noise source. To minimize impacts, the Project will implement technically feasible BMPs in compliance with the standards set forth in LAMC Section 112.05. Specifically, the use of deflectors/barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings, can reduce line-of-sight exterior noise levels by approximately 5 to 15 dBA, depending on the applied physical configuration. With the application of construction noise BMPs, exterior noise levels would be reduced by approximately 10 dBA, possibly up to 15 dBA. Therefore, based on the provisions set forth in LAMC 112.05, implementation of the LAMC-required noise control measures, impacts would be less than significant.

The construction noise control BMPs required by LAMC Section 112.05 would include the following:

1. The Project shall comply with the City of Los Angeles Noise Ordinance No. 161,574 (see LAMC Section 112.05) and any subsequent ordinances (et seq) which prohibit the emission or creation of noise beyond certain levels.

2. 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 Saturdays or national holidays. No construction work shall be performed at any time on Sundays.

3. Construction activities shall be scheduled to avoid operating several pieces of large equipment simultaneously, which can cumulatively cause higher noise levels.

4. Noise-generating equipment operated at the Project site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.

5. Where its location on the site may be flexible (e.g., air compressors, generators, cement and mortar mixers, and materials deliveries), noise-generating equipment shall be placed as far as practical from the nearest noise-sensitive land uses. Natural and/or man-made barriers (e.g., trees, fencing, curtains) shall be used to screen propagation of noise from such activities toward these land uses to the maximum extent possible.

6. The Project shall implement noise barriers comprising plywood construction fencing and/or flexible sound-absorbing curtains. The noise barriers shall be erected between the receptor and the construction site to minimize the transmission of construction noise toward nearby noise-sensitive land uses. The noise barriers shall be at least 8 feet in height and constructed of materials achieving an Insertion Loss (IL) coefficient of at least 5 dBA for flexible curtains, 8 dBA for rigid plywood fencing, or 10 dBA in combination (FHWA 2006).

7. The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see 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, i.e., in plain sight.

Upon completion of construction and occupancy of the proposed Project, on-site operational noise would be generated mainly by heating, ventilation, and air conditioning (HVAC) equipment installed on the roof of the new building. However, the overall noise levels generated by the new HVAC equipment are not expected to be substantially greater than generated by older HVAC equipment installed on existing buildings near the Project site. As such, the new HVAC equipment associated with the proposed Project would not represent a substantially new type or source of noise in the general vicinity. In addition, the operation of this and any other on-site stationary sources of mechanical noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties, e.g., nearby residential buildings, by more than 5 dBA. Such equipment is designed to meet this standard. No adverse impacts are expected from, and no noise reduction measures would be required for, the operation of the proposed project. Therefore, the operational noise impacts of the proposed Project would be less than significant. For the detailed description of the Noise analysis and results, refer to Appendix D.

b) Generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. The project would be constructed using standard construction techniques and no blasting or impact pile driving is anticipated. Heavy construction equipment (e.g., bulldozers, scrapers, excavators, compactors, and motor graders) would generate a limited amount of ground-borne vibration during construction activities at a short distance away from the source. Post-construction on-site activities would be limited to typical car wash uses that would not generate excessive ground-borne noise or vibration. As such, ground-borne vibration and noise levels associated with the project would be less than significant, and no mitigation measures are required. For the detailed description of the Noise analysis and results, refer to Appendix D.

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 Impact. The project is not located within two miles of a private airstrip or an airport land use plan. Therefore, no impact will result.

XIV. POPULATION AND HOUSING

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

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility. The proposed car wash facility would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant, and no mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site is a single lot that is currently developed with a coin-operated car wash that was constructed in 1970. The Project would replace the existing coin-operated car wash with a new automatic car wash on a site that is designated by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan for Community Commercial land uses. The project does not represent a displacement of substantial numbers of existing housing as a new car wash development on a site that does not currently contain residential uses. The proposed project would not preclude a residential project on the subject site. Therefore, impacts will be less than significant.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

a) Fire protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The Project Site and the surrounding area are currently served by LAFD Fire Station 105, located at 6345 North Fallbrook Avenue, located approximately 250 feet west of the Project Site. The proposed project involves the construction, use, and maintenance of a new automatic car wash facility, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the Proposed Project would result in a less than significant impact, and no mitigation is required.

b) Police protection?

Less Than Significant Impact. The construction, use, and maintenance of a new car wash facility has the potential to increase the demand for police services in the area. However, the Project Site and the surrounding area are currently served by the LAPD Topanga Police Station

at 21501 West Schoenborn Street, approximately 2.7 miles northeast of the Project Site. Given that there is a police station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for police protection. As such, impacts will be less than significant.

c) Schools?

Less than Significant Impact. A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility. Although the project does not include a residential component, the addition of a new car facility could potentially draw in new residents to the area as a result of new employment opportunities, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new commercial development. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.

d) Parks?

No Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility, which is unlikely to result in increased demand for parks and recreation facilities. Furthermore, non-residential development is exempt from park fees per LAMC Section 12.33. Therefore, the project would not create capacity or service level problems or result in substantial physical impacts associated with the provision or new or altered parks facilities. As such, no impact will occur.

e) Other public facilities?

No Impact. The removal and replacement of an existing coin-operated car wash with a new 6,435 square-foot car wash facility, which will not result in increased demand for library services and resources of the Los Angeles Public Library (LAPL) System. Therefore, the proposed project would result in no impact on library services.

XVI. RECREATION

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

a) Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

No Impact. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility. The Project will not result in the addition of any new residential units that would potentially lead to increased use of existing neighborhood and regional parks or other recreational facilities. Therefore, the project will have no impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the project site. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility. The Project would not result in the addition of any residential units would otherwise potentially include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the project will have no impact.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☐	☒

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. A significant impact to the Circulation System may occur if the Proposed Project causes a net increase in Vehicle Miles Traveled (VMT) that surpasses Los Angeles Department of Transportation's (DOT) established traffic impact criteria. The project will result in a net decrease of four (4) daily vehicle trips. The net decrease of four (4) daily vehicle trips does not exceed the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips that requires further VMT analysis. Therefore, the project is not expected to contribute significantly to any traffic congestion or affect any congestion management program. The Project is requesting a Waiver of Dedication and Street Improvements to waive a 5-foot dedication requirement along the property's frontage on the south side of Victory Boulevard. The Project will provide the required street improvements pursuant to the Mobility Plan 2035. The Project provides the minimum bicycle parking as required per LAMC, and would not impede construction of future bicycle facilities within the public right of ways adjacent to the Project. Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the vehicular circulation system. As such, impacts will be less than significant, and no mitigation is required.

b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. A significant impact may occur if the adopted Los Angeles County Metropolitan Transportation authority (Metro) thresholds for a significant project impact would be

exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles. The Project will result in a net decrease of four (4) daily vehicle trips which is under the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips that requires further VMT analysis. Therefore, the project is not expected to contribute significantly to any traffic congestion or affect any congestion management program. Therefore, impacts will be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. A significant impact could occur if a project were to include new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. The Project Site consists of a single lot that is currently improved with an existing coin-operated car wash facility. The Project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new automated car wash facility. The project would not propose any new curb cuts that would potentially disrupt the pedestrian experience or create new hazards for pedestrians. The Project will maintain two (2) existing driveways along the south side of Victory Boulevard and one (1) driveway at the rear end of the property along Friar Street. In addition, the Project's proposed driveway plan will be required to be reviewed and approved by the Department of Transportation. Furthermore, adherence to all emergency response plan requirements set forth by the City and LAFD would be required through the duration of the project's construction and operation phases. As such, there would be no impacts regarding hazards due to a design feature, and no mitigation is required.

d) Result in inadequate emergency access?

No Impact. A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. Therefore, no impact will occur.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less than Significant Impact With Mitigation Incorporated. A significant impact would occur if the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, which is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(l). Most of the natural ground-surface appears to be obscured by urban development; consequently, not all surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition will in place for all ground-disturbing

activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources will not be attempted by project personnel.

On November 15, 2022, Planning Staff received a Letter from the Gabrieleño Band of Mission Indians – Kizh Nation, stating that the Project Site is located within Ancestral Tribal Territory, and that its Tribal Government would like to schedule a consultation with the Lead Agency. On November 18, 2022, Planning Staff received an email from Sarah Brunzell, on behalf of the Cultural Resources Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians (FTBMI), who indicated that although the Project Site is located in a previously developed area, the site is vulnerable to Tribal Cultural Resource exposure due to its close proximity (within one mile) to a large Tribal Cultural Resource site. The FTBMI requested that it be notified if and when cultural resources are encountered during implementation. FTBMI would like to assure that all cultural materials on the surface and subsurface of the project site and any inadvertent discovery, are properly documented, salvaged, and protected. Sarah Brunzell, Manager of FTBMI's Cultural Resources, Management Division requested that Tribal Cultural Resource mitigation measures are incorporated into the Project's Mitigated Negative Declaration and Conditions of Approval. On January 9, 2023, the Gabrieleño Band of Mission Indians – Kizh Nation provided its proposed Tribal Cultural Resource Mitigation Measures. After reviewing and analyzing the information and proposed Tribal cultural Resource Mitigation Measures provided by both the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians, Planning Staff determined that the Project may have a significant impact on potential subsurface Tribal Cultural Resources. On January 11, 2023, Planning Staff provided both Tribes with modified versions of the City's standard mitigation measures that incorporate several of the provisions and requirements from the mitigation measures that have been requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. On January 12, 2023, the Gabrieleño Administration concluded its Tribal Consultation. Subsequently, on January 13, 2023, the FTBMI Administration stated it had no questions or concerns with the City's proposed Mitigation Measures and concluded its Tribal Consultation.

The City has imposed Mitigation Measures TCR-1 and TCR-1 as part of the Mitigated Negative Declaration Report. Mitigation Measure TCR-1 will require the applicant to retain archaeological and tribal monitor(s) that are qualified to identify subsurface tribal cultural resources. If cultural resources are encountered, the tribal monitor(s) will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time. Mitigation Measure TCR-2 requires that the City and/or applicant consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Therefore, with the implementation of Mitigation Measures TCR-1 and TCR-2, impacts related to tribal and cultural resources will be less than significant.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in

subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact With Mitigation Incorporated. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. An informational letter was mailed to a total of 10 Tribes known to have resources in this area, on November 8, 2022, describing the Project and requesting any information regarding resources that may exist on or near the Project Site.

On November 15, 2022, Planning Staff received a Letter from the Gabrieleño Band of Mission Indians – Kizh Nation, stating that the Project Site is located within Ancestral Tribal Territory, and that its Tribal Government would like to schedule a consultation with the Lead Agency. On November 18, 2022, Planning Staff received an email from Sarah Brunzell, on behalf of the Cultural Resources Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians (FTBMI), who indicated that although the Project Site is located in a previously developed area, the site is vulnerable to Tribal Cultural Resource exposure due to its close proximity (within one mile) to a large Tribal Cultural Resource site. The FTBMI requested that it be notified if and when cultural resources are encountered during implementation. FTBMI would like to assure that all cultural materials on the surface and subsurface of the project site and any inadvertent discovery, are properly documented, salvaged, and protected. Sarah Brunzell, Manager of

FTBMI's Cultural Resources, Management Division requested that Tribal Cultural Resource mitigation measures are incorporated into the Project's Mitigated Negative Declaration and Conditions of Approval. On January 9, 2023, the Gabrieleño Band of Mission Indians – Kizh Nation provided its proposed Tribal Cultural Resource Mitigation Measures. After reviewing and analyzing the information and proposed Tribal cultural Resource Mitigation Measures provided by both the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians, Planning Staff determined that the Project may have a significant impact on potential subsurface Tribal Cultural Resources. On January 11, 2023, Planning Staff provided both Tribes with modified versions of the City's standard mitigation measures that incorporate several of the provisions and requirements from the mitigation measures that have been requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. On January 12, 2023, the Gabrieleño Administration concluded its Tribal Consultation. Subsequently, on January 13, 2023, the FTBMI Administration stated it had no questions or concerns with the City's proposed Mitigation Measures and concluded its Tribal Consultation.

The City has imposed Mitigation Measures TCR-1 and TCR-1 as part of the Mitigated Negative Declaration Report. Mitigation Measure TCR-1 will require the applicant to retain archaeological and tribal monitor(s) that are qualified to identify subsurface tribal cultural resources. If cultural resources are encountered, the tribal monitor(s) will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time. Mitigation Measure TCR-2 requires that the City and/or applicant consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Therefore, with the implementation of Mitigation Measures TCR-1 and TCR-2, impacts related to tribal and cultural resources will be less than significant.

Mitigation Measures

MM-TCR-1

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

MM-TCR-2

The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. 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, impacts related to wastewater treatment would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. removal and replacement of an existing coin-operated car wash with a new automatic car wash facility, which is not considered substantial in consideration of anticipated growth. The proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. 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 have a less-than-significant impact related to water or wastewater infrastructure.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The project will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The proposed automatic car wash facility will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32), which requires the recycling and proper disposal of solid waste. Therefore, impacts will be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. These regulations include:

- California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). AB 939 requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. These efforts have included permitting procedures for waste haulers and handlers.
- California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327), which requires local jurisdictions to adopt an ordinance requiring commercial buildings to provide an adequate storage area for the collection and removal of recyclable materials. The City of Los Angeles passed such an ordinance in 1997.

- AB 341 of 2012 requires businesses to arrange for recycling services.
- Los Angeles Green Code incorporates the CALGreen Code and is applicable to the construction of new buildings by addressing construction waste reduction, disposal, and recycling.
- Los Angeles Citywide Construction and Demolition Waste Recycling Ordinance requires haulers and contractors responsible for handling C&D waste to obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.

The proposed car wash facility project must comply with federal, state, and local statutes and regulations relating to solid waste. Impacts will therefore be less than significant.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. As such, no impacts would occur, and no mitigation is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. As such, no impacts would occur, and no mitigation is required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. In addition, the Project Site is not identified by the City as being located within an area susceptible to fire hazards. As such, no impacts would occur, and no mitigation is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. In addition, as previously discussed, the Project Site is not susceptible to potential flooding or landslides, nor would the Project result in potential drainage changes. As such, no impacts would occur, and no mitigation is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. Based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The Project Site is currently developed and located in an urbanized area. According to a Tree Letter dated March 29, 2022, prepared by McKinley & Associates (Appendix E), the subject property does not contain any trees or landscaping. No wildlife corridors or native wildlife nursery sites are present on the Project Site or in the surrounding area. Further, due to the urbanized nature of the Project area, the potential for native resident or migratory wildlife species movement through the Project Site is negligible.

While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition will in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources will not be attempted by project personnel.

The City has imposed Mitigation Measures TCR-1 and TCR-1 as part of the Mitigated Negative Declaration Report. Mitigation Measure TCR-1 will require the applicant to retain archaeological and tribal monitor(s) that are qualified to identify subsurface tribal cultural resources. If cultural resources are encountered, the tribal monitor(s) will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time. Mitigation Measure TCR-2 requires that the City and/or applicant consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. As such, impacts would be less than significant with mitigation incorporated and no further analysis is needed.

Mitigation Measures

MM-TCR-1

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

MM-TCR-2

The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the Proposed Project would contribute would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. The proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, impacts will be less than significant.

CITY OF LOS ANGELES
CALIFORNIA

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

Public Resources Code Section 21092 and Cal. Code of Regulations Title 14, Section 15072 (the Guidelines for the California Environmental Quality Act) require a local agency to provide a notice of intent to adopt a negative declaration or mitigated negative declaration to the public, responsible agencies, trustee agencies, and the county clerk of each county within which the proposed project is located, sufficiently prior to adoption by the lead agency of the negative declaration or mitigated negative declaration to allow the public and agencies the review period provided under Section 15105 of the Guidelines.

Project Title: ENV-2022-6081-MND

Project Location: 22736 West Victory Boulevard, Woodland Hills, CA 91367

Project Description: The Project Site has street frontage along the south side of Victory Boulevard and is situated between Fallbrook Avenue to the west and Ponce Avenue to the east. The Project Site is a level, rectangular-shaped lot encompassing a total lot area of approximately 31,048 square feet (approximately 0.71 acres). The Project Site is currently zoned C2-1VL and P-1VL and is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which designates the subject property for Community Commercial land uses. The subject site is currently developed with a coin-operated car wash facility (Fallbrook Car Wash) that was built in 1970. The Proposed Project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office, reaching a maximum height of 32 feet, 6 inches. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility will be from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; and a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone.

Schedule: The City of Los Angeles will receive comments on the Initial Study/Mitigated Negative Declaration beginning February 2, 2023 for 20 days, ending February 22, 2023. The

THIS NOTICE WAS POSTED

ON February 01 2023

UNTIL March 03 2023

REGISTRAR – RECORDER/COUNTY CLERK

2023 024750

FILED
Feb 01 2023

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by TINA TRAN

City of Los Angeles, as lead agency, will make a determination on the project, following a public hearing to be scheduled.

Copies of the proposed Mitigated Negative Declaration and all documents referenced in the proposed Mitigated Negative Declaration are available for review at the following location by appointment only: Department of City Planning Records Management, 221 N. Figueroa Street, 14th Floor Los Angeles, California 90012 or online at https://planning.lacity.org/development-services/environmental-review/published-documents. You may contact Trevor Martin at trevor.martin@lacity.org or (213)978-1341 to access case file materials.

Signature: Trevor Martin Date: 1/26/2023

2023 024750

FILED
Feb 01 2023

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by TINA TRAN

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

JENNA HORNSTOCK
HELEN LEUNG
KAREN MACK
DANA M. PERLMAN

CITY OF LOS ANGELES
CALIFORNIA

KAREN BASS
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

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In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; and a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone.

Schedule: The City of Los Angeles will receive comments on the Initial Study/Mitigated Negative Declaration beginning February 9, 2023 for 20 days, ending March 1, 2023. The City

2023 031443
FILED
Feb 09 2023

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by TERESA QUEVEDO

THIS NOTICE WAS POSTED

ON February 09 2023

UNTIL March 13 2023

REGISTRAR – RECORDER/COUNTY CLERK

of Los Angeles, as lead agency, will make a determination on the project, following a public hearing to be scheduled.

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Signature: Trevor Martin Date: 1/26/2023

2023 031443

FILED
Feb 09 2023

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by TERESA QUEVEDO

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Monrovia, California 91610
(562) 499-1236
legals@inlandnewspapers.com

Los Angeles City Planning Department
200 North Spring Street
Los Angeles, California 90012

Account Number:	5100399
Ad Order Number:	0011585261
Customer's Reference/PO Number:	
Publication:	Los Angeles Daily News
Publication Dates:	02/09/2023
Total Amount:	$343.81
Payment Amount:	$0.00
Amount Due:	$343.81
Notice ID:	NEIoA9efUp6g0brpiG5g
Invoice Text:	CITY OF LOS ANGELES ENVIRONMENTAL NOTICES Notice is hereby given to the general public of the availability for public review and comment on the following Environmental documents. This publication is intended to serve as our Notice of Intent to adopt the following Mitigated Negative Declaration (MND . Documents are also available online at the Dept. of City Planning's website https://planning.lacity.org/development-services/negative-declaration-public-notices CD indicates the Council District, sf indicates square feet, cy indicates cubic yards MITIGATED NEGATIVE DECLARATION : ENV-2022-6081. 22736 W Victory Blvd. CD3. Woodland Hills. Project involves demolition of an existing coin-operated car wash & construction, use, & maintenance of a new 6,435-sf car wash facility inclusive of a 1,572-sf auto detail center & a 791-sf private office. Project will provide a total of 19 vehicle parking spaces & 4 bicycle parking stalls. A total of 3,150-sf of landscaped area will be provided along perimeter, throughout interior of Project Site. Proposed hours of operation of car wash facility are from 7:00 a.m. to 7:00 p.m. daily. Project will involve grading that will result in import of approx. 70 cy of soil to site. Please call 213-978-1341 to review file. You can email your comments to trevor.martin@lacity.org Review/Comment period begins 2/9/2023 & ends on 3/1/2023

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Los Angeles Daily News
181 E. Huntington Drive, Suite 209
Monrovia, California 91610
(562) 499-1236

Los Angeles City Planning Department
200 North Spring Street , Room 575
Los Angeles, California 90012

FILE NO. 0011585261

PROOF OF PUBLICATION AFFIDAVIT (2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid, I am over the age of eighteen years, and not a party to or interested in the matter. I am the principal clerk of the printer of the Daily News, a newspaper of general circulation published 7 times weekly in the City of Monrovia, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217, that the notice, of which the annexed is a printed copy has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

02/09/2023

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, California,
on this 9th day of February, 2023.

Signature

CITY OF LOS ANGELES
ENVIRONMENTAL NOTICES

Notice is hereby given to the general public of the availability for public review and comment on the following Environmental documents. This publication is intended to serve as our Notice of Intent to adopt the following Mitigated Negative Declaration (MND . Documents are also available online at the Dept. of City Planning's website https://planning.lacity.org/development-services/negative-declaration-public-notices **CD** indicates the Council District, **sf** indicates square feet, **cy** indicates cubic yards

MITIGATED NEGATIVE DECLARATION : ENV-2022-6081. 22736 W Victory Blvd. CD3. Woodland Hills. Project involves demolition of an existing coin-operated car wash & construction, use, & maintenance of a new 6,435-sf car wash facility inclusive of a 1,572-sf auto detail center & a 791-sf private office. Project will provide a total of 19 vehicle parking spaces & 4 bicycle parking stalls. A total of 3,150-sf of landscaped area will be provided along perimeter, throughout interior of Project Site. Proposed hours of operation of car wash facility are from 7:00 a.m. to 7:00 p.m. daily. Project will involve grading that will result in import of approx. 70 cy of soil to site. Please call 213-978-1341 to review file. You can email your comments to trevor.martin@lacity.org Review/Comment period begins 2/9/2023 & ends on 3/1/2023

Los Angeles Daily News
Published: 2/9/23

Trevor Martin <trevor.martin@lacity.org>

Fwd: SCH Number 2023020201

1 message

Nora Morales <nora.morales@lacity.org> Wed, Feb 8, 2023 at 10:58 AM
To: Trevor Martin <trevor.martin@lacity.org>
Cc: Phillip Bazan <phillip.bazan@lacity.org>

Good Morning Trevor,

I have published your ENV-2022-6081-MND, attached is the email confirmation with SCH Number 2023020201.
Please confirm receipt of this email and have a great day.

---------- Forwarded message ---------
From: **Meng Heu** <Meng.Heu@opr.ca.gov>
Date: Wed, Feb 8, 2023 at 10:10 AM
Subject: SCH Number 2023020201
To: Nora L Morales <nora.morales@lacity.org>

Your project is published and the review period has begun. Please use the "navigation" and select "published document" to view your project with attachments on CEQAnet.

Closing Letters: The State Clearinghouse (SCH) would like to inform you that our office will transition from providing close of review period acknowledgement on your CEQA environmental document, at this time. During the phase of not receiving notice on the close of review period, comments submitted by State Agencies at the close of review period (and after) are available on CEQAnet.

Please visit: https://ceqanet.opr.ca.gov/Search/Advanced

- Filter for the SCH# of your project **OR** your "Lead Agency"
  - If filtering by "Lead Agency"
    - Select the correct project
  - Only State Agency comments will be available in the "attachments" section: **bold and highlighted**

Thank you for using CEQA Submit.

Meng Heu

Office of Planning and Research (OPR)

State Clearing House

***Note*: No reply, response, or information provided constitutes legal advice.

To view your submission, use the following link.
https://ceqasubmit.opr.ca.gov/Document/Index/285220/1

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Nora Morales
Office Trainee
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1344 | Planning4LA.org

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Fallbrook Automatic Car Wash

Lead Agency: City of Los Angeles | Contact Person: Trevor Martin
Mailing Address: 200 N. Spring Street, Room 763 | Phone: 213-978-1341
City: Los Angeles | Zip: 90012 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Los Angeles
Cross Streets: Fallbrook Avenue and Victory Boulevard | Zip Code: 91367
Longitude/Latitude (degrees, minutes and seconds): 34 ° 11 ′ 09 ″ N / 118 ° 37 ′ 21 ″ W Total Acres: 0.71
Assessor's Parcel No.: 2039-020-021 | Section: | Twp.: | Range: | Base:
Within 2 Miles: State Hwy #: 101 | Waterways: Bell Creek, Arroyo Calabasas
Airports: | Railways: | Schools: Columbus Avenue Elementary, Sylvan Park Elementary

Document Type:

CEQA: ☐ NOP ☐ Draft EIR | NEPA: ☐ NOI | Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☒ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☒ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units Acres
☐ Office: Sq.ft. Acres Employees
☒ Commercial: Sq.ft. 6,435 Acres 0.15 Employees 1
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: GHG

Present Land Use/Zoning/General Plan Designation:

Car Wash Facility / C2-1VL & P-1VL / Community Commercial

Project Description: *(please use a separate page if necessary)*

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

_____ Air Resources Board
_____ Boating & Waterways, Department of
_____ California Emergency Management Agency
_____ California Highway Patrol
_____ Caltrans District # _____
_____ Caltrans Division of Aeronautics
_____ Caltrans Planning
_____ Central Valley Flood Protection Board
_____ Coachella Valley Mtns. Conservancy
_____ Coastal Commission
_____ Colorado River Board
_____ Conservation, Department of
_____ Corrections, Department of
_____ Delta Protection Commission
_____ Education, Department of
_____ Energy Commission
_____ Fish & Game Region # _____
_____ Food & Agriculture, Department of
_____ Forestry and Fire Protection, Department of
_____ General Services, Department of
_____ Health Services, Department of
_____ Housing & Community Development
_____ Native American Heritage Commission
_____ Office of Historic Preservation
_____ Office of Public School Construction
_____ Parks & Recreation, Department of
_____ Pesticide Regulation, Department of
_____ Public Utilities Commission
_____ Regional WQCB # _____
_____ Resources Agency
_____ Resources Recycling and Recovery, Department of
_____ S.F. Bay Conservation & Development Comm.
_____ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
_____ San Joaquin River Conservancy
_____ Santa Monica Mtns. Conservancy
_____ State Lands Commission
_____ SWRCB: Clean Water Grants
_____ SWRCB: Water Quality
_____ SWRCB: Water Rights
_____ Tahoe Regional Planning Agency
_____ Toxic Substances Control, Department of
_____ Water Resources, Department of
_____ Other: _____
_____ Other: _____

Local Public Review Period (to be filled in by lead agency)

Starting Date February 9, 2023 Ending Date March 1, 2023

Lead Agency (Complete if applicable):

Consulting Firm: Architects Group
Address: 1756 Barry Avenue
City/State/Zip: Los Angeles, CA 90025
Contact: Jian Kerendian
Phone: (310) 920-2626

Applicant: Moti Balyan
Address: 5951 Variel Avenue
City/State/Zip: Woodland Hills, CA 91367
Phone: (818) 462-3105

Signature of Lead Agency Representative: Trevor Martin **Date:** 1/26/2023

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Appendix A:
Air Quality & Greenhouse Gas Study

Yorke
ENGINEERING, LLC
www.YorkeEngr.com

June 15, 2022

Mr. Moti Balyan
22350 Victory Boulevard
Los Angeles, CA 91367
Work: (818) 462-3105
E-mail: MotiBalyan@gmail.com

Subject: Air Quality and Greenhouse Gas Study for an Automatic Car Wash in Woodland Hills, CA

Dear Mr. Balyan:

Yorke Engineering, LLC (Yorke) is pleased to provide this Air Quality (AQ) and Greenhouse Gas (GHG) Letter Report. This AQ/GHG Letter Report includes CalEEMod emissions estimates, criteria pollutant analysis, localized significance level (LST) analysis, and GHG analysis for the automatic car wash development in Woodland Hills, California, a part of the San Fernando Valley Region of the City of Los Angeles (City). These evaluations will support a CEQA Categorical Exemption, Initial Study (IS), Negative Declaration (ND), or a Mitigated Negative Declaration (MND), as applicable.

PROJECT DESCRIPTION

The applicant is proposing to develop the "Fallbrook Automatic Car Wash" on an approximately 0.71-acre (31,048 sq. ft.) parcel to be located at 22736 Victory Boulevard in Woodland Hills, CA, which is part of City of Los Angeles, CA (the City) and is within the jurisdiction of South Coast Air Quality Management District (SCAQMD). The site is currently occupied by a small office and three buildings totaling 4,832 sq. ft., all of which will be demolished.

The nearest sensitive receptor is a single-family residence located directly south on 22745 Sylvan Street, less than 25 meters south of the proposed project site. In addition, the proposed project is within the SCAQMD source-receptor area (SRA) zone 6, West San Fernando Valley. Since the project site is less than 1-acre in gross area and less than 25 meters to the nearest sensitive receptor, localized significance thresholds are evaluated at the lowest construction and operational emissions criteria for SRA zone 6.

DATA SOURCES AND ASSUMPTIONS

The following lists sources of information used in developing the emission estimates for the proposed Project using the California Emissions Estimator Model® (CalEEMod). Not all CalEEMod defaults are listed, but some defaults which have a particularly important impact on the project are listed.

- The Applicant defined:
  - Basic project design features including size of building features, number of parking spaces, landscaping area, etc.;
  - Low VOC paints will be used in compliance with SCAQMD rules; and

  - During construction, any exposed soil will be watered three times a day, as required by the SCAQMD.
- CalEEMod defaults were used for:
  - Construction equipment count, load factor, and fleet average age;
  - Construction phase durations and construction trip lengths;
  - Average vehicle trip distances;
  - Population (residents); and
  - Architectural coating areas.
- Assumptions:
  - Car Wash Tunnel is characterized as a "Automobile Care Center" in CalEEMod as it most closely matches a car wash facility;
  - The number of trips in the operational phase was estimated using Common Trip Generation Rates (PM Peak Hour) table published by the Institute of Transportation Engineers (ITE) for an automated car wash (14.12 trips per 1,000 sq ft).

LIST OF TABLES

The project analyses and results are summarized in the following tables:

AIR QUALITY AND GREENHOUSE GAS IMPACTS ANALYSES

In order to evaluate the potential for Air Quality and Greenhouse Gas impacts of a proposed project, quantitative significance criteria established by the local air quality agency, such as the SCAQMD, may be relied upon to make significance determinations based on mass emissions of criteria pollutants and GHGs, as presented in this report. As shown below, approval of the project would not result in any significant effects relating to air quality or greenhouse gases.

Project Emissions Estimation

The construction and operation analysis were performed using CalEEMod version 2022, the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile

source emission factors used in the model –published by the California Air Resources Board (CARB) – include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and mitigation (control) measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SCAQMD, the Bay Area Air Quality Management District (BAAQMD), the San Joaquin Valley Air Pollution Control District (SJVAPCD), and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

Based on information received from the Applicant, land use data for CalEEMod input is presented in Table 1. The SCAQMD quantitative significance thresholds shown in Table 2 were used to evaluate project emissions impacts (SCAQMD 2019).

Table 1: Land Use Data for CalEEMod Input

Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Building Square Feet	Landscape Area (sq ft)	Description
Parking	Parking Lot	21.46	1,000 sq. ft.	0.49	21,463	3,150	Parking Spaces and Other Concrete Surfaces
Commercial	General Office Building	0.79	1,000 sq. ft.	0.02	791	0	Office
Retail	Automobile Care Center	4.07	1,000 sq. ft.	0.09	4,072	0	Car Wash Tunnel
Retail	Automobile Care Center	1.57	1,000 sq. ft.	0.04	1,572	0	Detailing Center
Project Site				0.64	27,898	3,150	

Source: Applicant 2022, CalEEMod version 2022

Notes:

Electric utility: Los Angeles Department of Water and Power

Gas Utility: Southern California Gas

Table 2: SCAQMD CEQA Thresholds of Significance		
Pollutant	**Project Construction**	**Project Operation**
ROG (VOC)	75 lbs/day	55 lbs/day
NO_X	100 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
SO_X	150 lbs/day	150 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
24-hour $PM_{2.5}$ Increment	10.4 µg/m^3	2.5 µg/m^3
24-hour PM_{10} Increment	10.4 µg/m^3	2.5 µg/m^3
Annual PM_{10} Increment	1.0 µg/m^3 annual average	
1-hour NO_2 Increment	0.18 ppm (state)	
Annual NO_2 Increment	0.03 ppm (state) & 0.0534 ppm (federal)	
1-hour SO_2 Increment	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile)	
24-hour SO_2 Increment	0.04 ppm (state)	
24-hour Sulfate Increment	25 ug/m^3 (state)	
1-hour CO Increment	20 ppm (state) & 35 ppm (federal)	
8-hour CO Increment	9.0 ppm (state/federal)	
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥10 in 1 million	
	Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million)	
	Chronic & Acute Hazard Index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to Rule 402	
Greenhouse Gases	10,000 MT/yr CO_2e for industrial facilities	
	3,000 MT/yr CO_2e for land use projects (draft proposal)	

Source: SCAQMD 2019, 2008b

Criteria Pollutants from Project Construction

A project's construction phase produces many types of emissions, but PM_{10} (including $PM_{2.5}$) in fugitive dust and diesel engine exhaust are the pollutants of greatest concern. Fugitive dust emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM_{10}, as well as affecting PM_{10} compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO_x) and reactive organic gases (ROG), and diesel particulate matter (DPM), the latter being a composite of toxic air contaminants (TACs) containing a variety of hazardous substances. Large construction projects using multiple large earthmoving equipment are evaluated to determine if operations may exceed the District's daily threshold for NO_x emissions and could temporarily expose area residents to hazardous levels of DPM. Use of architectural coatings and other materials associated with

finishing buildings may also emit ROG and TACs. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Thresholds are also provided for other potential impacts related to project construction, such as odors and TACs.

The SCAQMD's approach to CEQA analyses of fugitive dust impacts is to require implementation of effective and comprehensive dust control measures rather than to require detailed quantification of emissions. PM_{10} emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors. Despite this variability in emissions, experience has shown that there are several feasible control measures, e.g., Best Management Practices (BMPs), that can be reasonably implemented to significantly reduce fugitive dust emissions from construction, primarily through frequent water application, constitutes sufficient control to reduce PM_{10} impacts to a level considered less than significant.

Criteria Pollutants from Project Operation

The term "project operations" refers to the full range of activities that can or may generate criteria pollutant, GHG, and TAC emissions when the project is functioning in its intended use. For projects, such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the project represents the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Thresholds are also provided for other potential impacts related to project operations, such as odors.

As mentioned previously, the car wash tunnel component of the proposed Project was modelled as an Automobile Care Center in CalEEMod as this land use category most closely matches a car wash tunnel. To more closely align with trip data provided in the Common Trip Generation Rates (PM Peak Hour) table published by the Institute of Transportation Engineers (ITE), the operational mobile emissions were increased by a ratio of 4.51.

Results of Criteria Emissions Analyses

Table 3 shows unmitigated and mitigated criteria construction emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

Table 4 shows unmitigated and mitigated criteria operational emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

As shown in Tables 3 and 4, mass emissions of criteria pollutants from construction and operation are below applicable SCAQMD significance thresholds.

PROJECTED IMPACT: Less Than Significant (LTS)

Table 3: Construction Emissions Summary and Significance Evaluation				
Criteria Pollutants	**Unmitigated (lbs/day)**	**Mitigated (lbs/day)**	**Threshold (lbs/day)**	**Significance**
ROG (VOC)	11.6	5.9	75	LTS
NO_X	14.0	14.0	100	LTS
CO	12.4	12.4	550	LTS
SO_X	0.02	0.02	150	LTS
Total PM_{10}	6.1	2.2	150	LTS
Total $PM_{2.5}$	3.2	1.3	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2022
Notes:
lbs/day are winter or summer maxima for planned land use
Total PM_{10} / $PM_{2.5}$ comprises fugitive dust plus engine exhaust
LTS - Less Than Significant

Table 4: Operational Emissions Summary and Significance Evaluation				
Criteria Pollutants	**Unmitigated (lbs/day)**	**Mitigated (lbs/day)**	**Threshold (lbs/day)**	**Significance**
ROG (VOC)	4.9	4.9	55	LTS
NO_X	2.0	2.0	55	LTS
CO	19.1	19.1	550	LTS
SO_X	0.06	0.06	150	LTS
Total PM_{10}	0.2	0.2	150	LTS
Total $PM_{2.5}$	0.11	0.11	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2022
Notes:
lbs/day are winter or summer maxima for planned land use
LTS - Less Than Significant

Localized Significance Threshold Analysis

The SCAQMD's Localized Significance Threshold (LST) methodology (2008a) was used to analyze the neighborhood scale impacts of NO_X, CO, PM_{10}, and $PM_{2.5}$ associated with project-specific mass emissions. Introduced in 2003, the LST methodology was revised in 2008 to include the $PM_{2.5}$ significance threshold methodology and update the LST mass rate lookup tables for the new 1-hour NO_2 standard.

For determining localized air quality impacts from small projects in a defined geographic source-receptor area (SRA), the LST methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by SRA. The tabulated LSTs represent the maximum mass emissions from a project that will not cause or contribute to an exceedance of state or national ambient air quality standards (CAAQS or NAAQS) for the above pollutants and were developed based on ambient concentrations of these pollutants for each SRA in the South Coast Air Basin. (SCAQMD 2008a)

For most land use projects, the highest daily emission rates occur during the site preparation and grading phases of construction; where applicable, these maximum daily emissions are used in the LST analysis.

Since land use operational emissions – mainly from associated traffic – are dispersed over a wide area, localized impacts from project operation are substantially lower than during project construction. However, an Operational LST analysis was also performed.

The proposed Project is estimated to have an average daily trip rate of 438 trips per day based on the PM Peak Hour generation rate published in the ITE 9th Edition Trip Generation Manual for Land Use Code 948, Automated Car Wash. (ITE, 2012)

The proposed Project site is approximately 0.71 acres in SRA Zone 6 – West San Fernando Valley. The 1-acre screening lookup tables were used to evaluate NO_x, CO, PM_{10}, and $PM_{2.5}$ impacts on nearby receptors. The nearest receptor is approximately 25 meters away from the site. Therefore, the impact evaluation was performed using the closest distance within SCAQMD LST tables of 25 meters for construction. (SCAQMD 2008a)

Results of Localized Significance Threshold Analysis

The LST results provided in Tables 5 and 6 show that on-site emissions from construction and operations would meet the LST passing criteria at the nearest receptors (25 meters). Thus, impacts would be less than significant.

PROJECTED IMPACT: Less Than Significant (LTS)

Table 5: Construction Localized Significance Threshold Evaluation

Criteria Pollutants	Mitigated (lbs/day)	Threshold (lbs/day)	Percent of Threshold	Result
NO_X	14.0	103	14%	Pass
CO	12.4	426	3%	Pass
PM_{10}	2.2	4	54%	Pass
$PM_{2.5}$	1.3	3	44%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2022
Notes:
Source-receptor area – Woodland Hills - Zone 6 West San Fernando Valley
Less than 1-acre area, 25 meters to receptor

Table 6: Operations Localized Significance Threshold Evaluation				
Criteria Pollutants	**Mitigated (lbs/day)**	**Threshold (lbs/day)**	**Percent of Threshold**	**Result**
NO_X	2.0	103	2%	Pass
CO	19.1	426	4%	Pass
PM_{10}	0.2	1	24%	Pass
$PM_{2.5}$	0.11	1	11%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2022
Notes:
Source-receptor area – Woodland Hills - Zone 6 West San Fernando Valley
Less than 1-acre area, 25 meters to receptor

Greenhouse Gas Emissions from Construction and Operation

Greenhouse gases – primarily carbon dioxide (CO_2), methane (CH_4), and nitrous (N_2O) oxide, collectively reported as carbon dioxide equivalents (CO_2e) – are directly emitted from stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills. (CARB 2017)

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards improved upon the 2016 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2019 standards went into effect on January 1, 2020 (CEC 2019).

Since the Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures, etc.), they indirectly regulate and reduce GHG emissions.

Using CalEEMod, direct onsite and offsite GHG emissions were estimated for construction and operation, and indirect offsite GHG emissions were estimated to account for electric power used by the proposed Project, water conveyance, and solid waste disposal.

Results of Greenhouse Gas Emissions Analyses

The SCAQMD officially adopted an industrial facility mass emissions threshold of 10,000 metric tons (MT) CO_2e per year (SCAQMD 2019) and has proposed a residential/commercial mass emissions threshold of 3,000 metric tons (MT) CO_2e per year. (SCAQMD 2008b)

Table 7 shows unmitigated and mitigated GHG emissions and evaluates mitigated emissions against SCAQMD significance thresholds. Operational reduction measures incorporate typical code-required water conservation features. Off-site traffic impacts are included in these emissions estimates, along with construction emissions amortized over 30 years.

PROJECTED IMPACT: Less Than Significant (LTS)

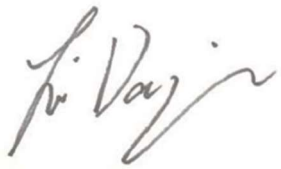
Table 7: Greenhouse Gas Emissions Summary and Significance Evaluation				
Greenhouse Gases	**Unmitigated (MT/yr)**	**Mitigated (MT/yr)**	**Threshold (MT/yr)**	**Significance**
CO_2	448	447	—	—
CH_4	0.28	0.28	—	—
N_2O	0.04	0.04	—	—
CO_2e	601	601	3,000	LTS

Sources: SCAQMD 2008b, CalEEMod version 2022
Notes:
Comprises annual operational emissions plus construction emissions amortized over 30 years
LTS - Less Than Significant

CLOSING

Thank you very much for the opportunity to be of assistance. Should you have any questions, please contact me at (949) 324-9041 (mobile) or Bradford Boyes at (805) 217-4947 (mobile).

Sincerely,



Tina Darjazanie | Long Beach Office
Senior Engineer
Yorke Engineering, LLC
TDarjazanie@YorkeEngr.com

cc: Mabelle Wongsanguan, Yorke Engineering, LLC
Bradford Boyes, Yorke Engineering, LLC

Enclosures/Attachments:
1. CalEEMod Output

AIR QUALITY AND GHG REFERENCES

California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Website (https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm) accessed June 6, 2022.

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California Emissions Estimator Model® Soft Release (CalEEMod). 2022. Version 2022. Website (http://www.caleemod.com/) accessed June 6, 2022.

California Energy Commission (CEC). 2019. Building Energy Efficiency Program. Website (https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards) accessed June 6, 2022.

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South Coast Air Quality Management District (SCAQMD). 2019. Air Quality Significance Thresholds. Website (http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2) accessed June 6, 2022.

South Coast Air Quality Management District (SCAQMD). 2008a. Localized Significance Threshold Methodology. Website (http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2) accessed June 6, 2022.

South Coast Air Quality Management District (SCAQMD). 2008b. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. Website (http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2) accessed June 6, 2022.

ATTACHMENT 1 – CALEEMOD OUTPUT

Moti_Balyan_Fallbrook Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Moti_Balyan_Fallbrook
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	19.2
Location	22736 Victory Blvd, Woodland Hills, CA 91367, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3841
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Parking Lot	21.5	1000sqft	0.49	0.00	3,150	—	—	Parking Spaces and Concrete Surfaces
General Office Building	0.79	1000sqft	0.02	790	0.00	—	—	Offices

Automobile Care Center	4.07	1000sqft	0.09	4,070	0.00	—	—	Car Wash Tunnel
Automobile Care Center	1.57	1000sqft	0.00	0.00	0.00	—	—	Detailing Center

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-12	Sweep Paved Roads
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Area	AS-1	Use Low-VOC Cleaning Supplies
Area	AS-2	Use Low-VOC Paints

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.42	14.0	12.4	0.02	0.67	5.41	6.08	0.62	2.59	3.21	—	3,472	3,472	0.20	0.41	3,606
Mit.	1.42	14.0	12.4	0.02	0.67	1.48	2.15	0.62	0.69	1.31	—	3,472	3,472	0.20	0.41	3,606
% Reduced	—	—	—	—	—	73%	65%	—	73%	59%	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.6	6.71	7.34	0.01	0.34	0.23	0.47	0.31	0.05	0.32	—	1,353	1,353	0.06	0.02	1,359
Mit.	5.86	6.71	7.34	0.01	0.34	0.23	0.47	0.31	0.05	0.32	—	1,353	1,353	0.06	0.02	1,359
% Reduced	49%	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.31	2.27	2.42	< 0.005	0.11	0.08	0.19	0.10	0.02	0.12	—	494	494	0.02	0.02	499
Mit.	0.27	2.27	2.42	< 0.005	0.11	0.05	0.16	0.10	0.01	0.11	—	494	494	0.02	0.02	499
% Reduced	14%	—	—	—	—	30%	12%	—	43%	8%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.41	0.44	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	81.8	81.8	< 0.005	< 0.005	82.7
Mit.	0.05	0.41	0.44	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	81.8	81.8	< 0.005	< 0.005	82.7
% Reduced	14%	—	—	—	—	30%	12%	—	43%	8%	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	0.00	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	—	—	150	—	—	55.0	0.00	—	—	—	—	—
Unmit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—
Mit.	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	1.42	14.0	12.4	0.02	0.67	5.41	6.08	0.62	2.59	3.21	—	3,472	3,472	0.20	0.41	3,606
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	11.6	6.71	7.34	0.01	0.34	0.23	0.47	0.31	0.05	0.32	—	1,353	1,353	0.06	0.02	1,359
2023	11.5	0.94	1.18	< 0.005	0.04	< 0.005	0.04	0.03	< 0.005	0.03	—	138	138	0.01	< 0.005	138
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.31	2.27	2.42	< 0.005	0.11	0.08	0.19	0.10	0.02	0.12	—	494	494	0.02	0.02	499
2023	0.09	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	1.08
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.06	0.41	0.44	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	81.8	81.8	< 0.005	< 0.005	82.7
2023	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	0.18

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	1.42	14.0	12.4	0.02	0.67	1.48	2.15	0.62	0.69	1.31	—	3,472	3,472	0.20	0.41	3,606
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2022	5.86	6.71	7.34	0.01	0.34	0.23	0.47	0.31	0.05	0.32	—	1,353	1,353	0.06	0.02	1,359
2023	5.85	0.94	1.18	< 0.005	0.04	< 0.005	0.04	0.03	< 0.005	0.03	—	138	138	0.01	< 0.005	138
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.27	2.27	2.42	< 0.005	0.11	0.05	0.16	0.10	0.01	0.11	—	494	494	0.02	0.02	499
2023	0.05	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	1.08
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2022	0.05	0.41	0.44	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	81.8	81.8	< 0.005	< 0.005	82.7
2023	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	0.18

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.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.20	0.49	4.46	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,129	1,143	1.40	0.04	2,037
Mit.	1.18	0.49	4.45	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,125	1,138	1.40	0.04	2,033
% Reduced	1%	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	—	—	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.17	0.52	3.95	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,092	1,105	1.40	0.04	1,997
Mit.	1.16	0.52	3.95	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,088	1,101	1.40	0.04	1,993
% Reduced	1%	—	—	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	—	—	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.89	0.41	3.04	0.01	0.01	0.18	0.19	0.01	0.03	0.04	13.3	798	812	1.39	0.03	1,701
Mit.	0.87	0.40	3.03	0.01	0.01	0.18	0.19	0.01	0.03	0.04	13.3	794	807	1.39	0.03	1,697
% Reduced	2%	—	—	—	—	—	—	—	—	—	—	1%	1%	—	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.16	0.07	0.55	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	2.20	132	134	0.23	0.01	282
Mit.	0.16	0.07	0.55	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	2.20	131	134	0.23	0.01	281
% Reduced	2%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	—	1%	1%	< 0.5%	< 0.5%	< 0.5%
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.04	0.38	4.16	0.01	0.01	0.29	0.29	0.01	0.05	0.06	—	865	865	0.05	0.04	881
Area	0.16	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.87	0.87	< 0.005	< 0.005	0.87
Energy	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	255
Water	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Waste	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	1.20	0.49	4.46	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,129	1,143	1.40	0.04	2,037

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.05	0.42	3.87	0.01	0.01	0.29	0.29	0.01	0.05	0.06	—	828	828	0.05	0.04	841
Area	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	255
Water	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Waste	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	1.17	0.52	3.95	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,092	1,105	1.40	0.04	1,997
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.74	0.30	2.80	0.01	< 0.005	0.18	0.18	< 0.005	0.03	0.04	—	534	534	0.04	0.03	544
Area	0.15	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.60	0.60	< 0.005	< 0.005	0.60
Energy	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	254	254	0.02	< 0.005	255
Water	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Waste	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	0.89	0.41	3.04	0.01	0.01	0.18	0.19	0.01	0.03	0.04	13.3	798	812	1.39	0.03	1,701
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.05	0.51	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	88.4	88.4	0.01	< 0.005	90.1
Area	0.03	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.10
Energy	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.1	42.1	< 0.005	< 0.005	42.3
Water	—	—	—	—	—	—	—	—	—	—	0.21	1.50	1.72	0.02	< 0.005	2.42
Waste	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	6.96
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140
Total	0.16	0.07	0.55	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	2.20	132	134	0.23	0.01	282

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.04	0.38	4.16	0.01	0.01	0.29	0.29	0.01	0.05	0.06	—	865	865	0.05	0.04	881
Area	0.14	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.87	0.87	< 0.005	< 0.005	0.87
Energy	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	250	250	0.02	< 0.005	251
Water	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Waste	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	1.18	0.49	4.45	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,125	1,138	1.40	0.04	2,033
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.05	0.42	3.87	0.01	0.01	0.29	0.29	0.01	0.05	0.06	—	828	828	0.05	0.04	841
Area	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	250	250	0.02	< 0.005	251
Water	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Waste	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	1.16	0.52	3.95	0.01	0.01	0.29	0.30	0.01	0.05	0.06	13.3	1,088	1,101	1.40	0.04	1,993
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.74	0.30	2.80	0.01	< 0.005	0.18	0.18	< 0.005	0.03	0.04	—	534	534	0.04	0.03	544
Area	0.13	< 0.005	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.60	0.60	< 0.005	< 0.005	0.60
Energy	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	250	250	0.02	< 0.005	251
Water	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6

Waste	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	0.87	0.40	3.03	0.01	0.01	0.18	0.19	0.01	0.03	0.04	13.3	794	807	1.39	0.03	1,697
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.13	0.05	0.51	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	88.4	88.4	0.01	< 0.005	90.1
Area	0.02	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.10
Energy	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	41.4	41.4	< 0.005	< 0.005	41.6
Water	—	—	—	—	—	—	—	—	—	—	0.21	1.50	1.72	0.02	< 0.005	2.42
Waste	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	6.96
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140
Total	0.16	0.07	0.55	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	2.20	131	134	0.23	0.01	281

3. Construction Emissions Details

3.1. Demolition (2022) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	5.36	5.99	0.01	0.25	—	0.25	0.23	—	0.23	—	852	852	0.03	0.01	855
Demolition	—	—	—	—	—	0.48	0.48	—	0.07	0.07	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.3	23.3	< 0.005	< 0.005	23.4
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.86	3.86	< 0.005	< 0.005	3.88
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.89	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	147	147	0.01	< 0.005	150
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
Hauling	0.07	4.09	1.31	0.02	0.04	0.19	0.24	0.03	0.06	0.09	—	2,473	2,473	0.16	0.40	2,601
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.88	3.88	< 0.005	< 0.005	3.94
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
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	67.7	67.7	< 0.005	0.01	71.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.64	0.64	< 0.005	< 0.005	0.65
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

Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	11.8

3.2. Demolition (2022) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59	5.36	5.99	0.01	0.25	—	0.25	0.23	—	0.23	—	852	852	0.03	0.01	855
Demolition	—	—	—	—	—	0.48	0.48	—	0.07	0.07	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.3	23.3	< 0.005	< 0.005	23.4
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.86	3.86	< 0.005	< 0.005	3.88
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.89	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	147	147	0.01	< 0.005	150
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
Hauling	0.07	4.09	1.31	0.02	0.04	0.19	0.24	0.03	0.06	0.09	—	2,473	2,473	0.16	0.40	2,601
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.88	3.88	< 0.005	< 0.005	3.94
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
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	67.7	67.7	< 0.005	0.01	71.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.64	0.64	< 0.005	< 0.005	0.65
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
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	11.8

3.3. Site Preparation (2022) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	5.74	5.62	0.01	0.31	—	0.31	0.29	—	0.29	—	857	857	0.03	0.01	860
Dust From Material Movement	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—

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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	2.36
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.44	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	73.7	73.7	< 0.005	< 0.005	74.8
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.19	0.19	< 0.005	< 0.005	0.20
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	0.03
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
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

3.4. Site Preparation (2022) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	5.74	5.62	0.01	0.31	—	0.31	0.29	—	0.29	—	857	857	0.03	0.01	860
Dust From Material Movement	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	2.36
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.44	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	73.7	73.7	< 0.005	< 0.005	74.8
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.19	0.19	< 0.005	< 0.005	0.20
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	0.03
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
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

3.5. Grading (2022) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	13.9	11.7	0.02	0.67	—	0.67	0.62	—	0.62	—	1,712	1,712	0.07	0.01	1,718
Dust From Material Movement	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.38	9.38	< 0.005	< 0.005	9.41
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.56
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.67	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	111	111	< 0.005	< 0.005	112
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.58	0.58	< 0.005	< 0.005	0.59
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	0.10
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
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

3.6. Grading (2022) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.38	13.9	11.7	0.02	0.67	—	0.67	0.62	—	0.62	—	1,712	1,712	0.07	0.01	1,718
Dust From Material Movement	—	—	—	—	—	1.38	1.38	—	0.67	0.67	—	—	—	—	—	—

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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.38	9.38	< 0.005	< 0.005	9.41
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.56
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.67	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	111	111	< 0.005	< 0.005	112
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
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.58	0.58	< 0.005	< 0.005	0.59
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.10	0.10	< 0.005	< 0.005	0.10
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
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

3.7. Building Construction (2022) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	6.66	7.21	0.01	0.34	—	0.34	0.31	—	0.31	—	1,305	1,305	0.05	0.01	1,309
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	6.66	7.21	0.01	0.34	—	0.34	0.31	—	0.31	—	1,305	1,305	0.05	0.01	1,309
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.82	1.97	< 0.005	0.09	—	0.09	0.09	—	0.09	—	357	357	0.01	< 0.005	359

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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.33	0.36	< 0.005	0.02	—	0.02	0.02	—	0.02	—	59.2	59.2	< 0.005	< 0.005	59.4
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	22.9	22.9	< 0.005	< 0.005	23.3
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	27.6
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	21.7	21.7	< 0.005	< 0.005	22.0
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	27.6
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	6.04	6.04	< 0.005	< 0.005	6.12
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.24	7.24	< 0.005	< 0.005	7.56
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.00	1.00	< 0.005	< 0.005	1.01
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.20	1.20	< 0.005	< 0.005	1.25
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

3.8. Building Construction (2022) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	6.66	7.21	0.01	0.34	—	0.34	0.31	—	0.31	—	1,305	1,305	0.05	0.01	1,309
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	6.66	7.21	0.01	0.34	—	0.34	0.31	—	0.31	—	1,305	1,305	0.05	0.01	1,309
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.82	1.97	< 0.005	0.09	—	0.09	0.09	—	0.09	—	357	357	0.01	< 0.005	359
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.33	0.36	< 0.005	0.02	—	0.02	0.02	—	0.02	—	59.2	59.2	< 0.005	< 0.005	59.4
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	22.9	22.9	< 0.005	< 0.005	23.3
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	27.6
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	21.7	21.7	< 0.005	< 0.005	22.0
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	27.6
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	6.04	6.04	< 0.005	< 0.005	6.12
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.24	7.24	< 0.005	< 0.005	7.56
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	1.00	1.00	< 0.005	< 0.005	1.01
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.20	1.20	< 0.005	< 0.005	1.25
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

3.9. Paving (2022) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.82	5.36	0.01	0.24	—	0.24	0.22	—	0.22	—	823	823	0.03	0.01	826
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	11.3
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	1.87
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.12	1.33	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	244	244	0.01	0.01	247
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.40	3.40	< 0.005	< 0.005	3.44
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.56	0.56	< 0.005	< 0.005	0.57
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
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

3.10. Paving (2022) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	4.82	5.36	0.01	0.24	—	0.24	0.22	—	0.22	—	823	823	0.03	0.01	826
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	11.3
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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	1.87
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.12	1.33	0.00	0.00	0.01	0.01	0.00	0.00	0.00	—	244	244	0.01	0.01	247
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	3.40	3.40	< 0.005	< 0.005	3.44
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.56	0.56	< 0.005	< 0.005	0.57
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
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

3.11. Architectural Coating (2022) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.96	1.17	< 0.005	0.04	—	0.04	0.04	—	0.04	—	134	134	0.01	< 0.005	134
Architectural Coatings	11.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.05	1.05	< 0.005	< 0.005	1.05
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	0.17
Architectural Coatings	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.34	4.34	< 0.005	< 0.005	4.39
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	0.03
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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

3.12. Architectural Coating (2022) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.96	1.17	< 0.005	0.04	—	0.04	0.04	—	0.04	—	134	134	0.01	< 0.005	134
Architectural Coatings	5.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.05	1.05	< 0.005	< 0.005	1.05
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	0.17
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.34	4.34	< 0.005	< 0.005	4.39
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	0.03
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

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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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

3.13. Architectural Coating (2023) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.93	1.15	< 0.005	0.04	—	0.04	0.03	—	0.03	—	134	134	0.01	< 0.005	134
Architectural Coatings	11.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.05	1.05	< 0.005	< 0.005	1.05
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	0.17
Architectural Coatings	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.26	4.26	< 0.005	< 0.005	4.31
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	0.03
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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

3.14. Architectural Coating (2023) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.93	1.15	< 0.005	0.04	—	0.04	0.03	—	0.03	—	134	134	0.01	< 0.005	134
Architectural Coatings	5.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.05	1.05	< 0.005	< 0.005	1.05
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	0.17
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	4.26	4.26	< 0.005	< 0.005	4.31
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
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.03	0.03	< 0.005	< 0.005	0.03
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
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	0.00	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
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

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

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	0.06	0.02	0.23	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	47.0	47.0	< 0.005	< 0.005	47.9
Automobile Care Center	0.98	0.36	3.93	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	818	818	0.05	0.03	833
Total	1.04	0.38	4.16	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	865	865	0.05	0.04	881
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	0.06	0.02	0.21	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	45.0	45.0	< 0.005	< 0.005	45.7
Automobile Care Center	0.99	0.40	3.66	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	783	783	0.05	0.04	795
Total	1.05	0.42	3.87	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	828	828	0.05	0.04	841
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	0.01	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.71	5.71	< 0.005	< 0.005	5.81
Automobile Care Center	0.13	0.05	0.48	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	82.7	82.7	0.01	< 0.005	84.3
Total	0.13	0.05	0.51	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	88.4	88.4	0.01	< 0.005	90.1

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	0.06	0.02	0.23	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	47.0	47.0	< 0.005	< 0.005	47.9
Automobile Care Center	0.98	0.36	3.93	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	818	818	0.05	0.03	833
Total	1.04	0.38	4.16	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	865	865	0.05	0.04	881
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	0.06	0.02	0.21	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	45.0	45.0	< 0.005	< 0.005	45.7
Automobile Care Center	0.99	0.40	3.66	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	783	783	0.05	0.04	795
Total	1.05	0.42	3.87	0.01	0.01	0.05	0.05	0.01	0.01	0.02	—	828	828	0.05	0.04	841
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

General Office Building	0.01	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.71	5.71	< 0.005	< 0.005	5.81
Automobile Care Center	0.13	0.05	0.48	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	82.7	82.7	0.01	< 0.005	84.3
Total	0.13	0.05	0.51	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	88.4	88.4	0.01	< 0.005	90.1

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	23.4	23.4	< 0.005	< 0.005	23.5
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	108	108	0.01	< 0.005	108
Total	—	—	—	—	—	—	—	—	—	—	—	131	131	0.01	< 0.005	132
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00

General Office Building	—	—	—	—	—	—	—	—	—	—	—	23.4	23.4	< 0.005	< 0.005	23.5
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	108	108	0.01	< 0.005	108
Total	—	—	—	—	—	—	—	—	—	—	—	131	131	0.01	< 0.005	132
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.88	3.88	< 0.005	< 0.005	3.90
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	17.8	17.8	< 0.005	< 0.005	17.9
Total	—	—	—	—	—	—	—	—	—	—	—	21.7	21.7	< 0.005	< 0.005	21.8

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	22.8	22.8	< 0.005	< 0.005	22.9

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	105	105	0.01	< 0.005	105
Total	—	—	—	—	—	—	—	—	—	—	—	128	128	0.01	< 0.005	128
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	22.8	22.8	< 0.005	< 0.005	22.9
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	105	105	0.01	< 0.005	105
Total	—	—	—	—	—	—	—	—	—	—	—	128	128	0.01	< 0.005	128
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	3.78	3.78	< 0.005	< 0.005	3.79
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	17.4	17.4	< 0.005	< 0.005	17.4
Total	—	—	—	—	—	—	—	—	—	—	—	21.1	21.1	< 0.005	< 0.005	21.2

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.12	2.12	< 0.005	< 0.005	2.12
Automobile Care Center	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	122
Total	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	124	124	0.01	< 0.005	124
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.12	2.12	< 0.005	< 0.005	2.12
Automobile Care Center	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	122
Total	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	124	124	0.01	< 0.005	124
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	0.35
Automobile Care Center	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.1	20.1	< 0.005	< 0.005	20.2

Total	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	20.5

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.08	2.08	< 0.005	< 0.005	2.08
Automobile Care Center	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	121
Total	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.08	2.08	< 0.005	< 0.005	2.08
Automobile Care Center	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	121	121	0.01	< 0.005	121
Total	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.34	0.34	< 0.005	< 0.005	0.34
Automobile Care Center	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.0	20.0	< 0.005	< 0.005	20.0
Total	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.3	20.3	< 0.005	< 0.005	20.4

4.3. Area Emissions by Source

4.3.2. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.87	0.87	< 0.005	< 0.005	0.87
Total	0.16	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.87	0.87	< 0.005	< 0.005	0.87
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	22.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	22.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.10
Total	0.06	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.10

4.3.1. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.87	0.87	< 0.005	< 0.005	0.87
Total	0.14	< 0.005	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.87	0.87	< 0.005	< 0.005	0.87
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectu Coatings	11.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	11.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectu ral Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipmen t	< 0.005	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.10
Total	0.04	< 0.005	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.10

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.44	0.44	< 0.005	< 0.005	0.45
General Office Building	—	—	—	—	—	—	—	—	—	—	0.27	1.81	2.08	0.03	< 0.005	2.97

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.02	6.83	7.85	0.10	< 0.005	11.2
Total	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.44	0.44	< 0.005	< 0.005	0.45
General Office Building	—	—	—	—	—	—	—	—	—	—	0.27	1.81	2.08	0.03	< 0.005	2.97
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.02	6.83	7.85	0.10	< 0.005	11.2
Total	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.07	0.07	< 0.005	< 0.005	0.07
General Office Building	—	—	—	—	—	—	—	—	—	—	0.04	0.30	0.34	< 0.005	< 0.005	0.49
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.17	1.13	1.30	0.02	< 0.005	1.86
Total	—	—	—	—	—	—	—	—	—	—	0.21	1.50	1.72	0.02	< 0.005	2.42

4.4.1. Mitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.44	0.44	< 0.005	< 0.005	0.45
General Office Building	—	—	—	—	—	—	—	—	—	—	0.27	1.81	2.08	0.03	< 0.005	2.97
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.02	6.83	7.85	0.10	< 0.005	11.2
Total	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.44	0.44	< 0.005	< 0.005	0.45
General Office Building	—	—	—	—	—	—	—	—	—	—	0.27	1.81	2.08	0.03	< 0.005	2.97
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.02	6.83	7.85	0.10	< 0.005	11.2
Total	—	—	—	—	—	—	—	—	—	—	1.29	9.08	10.4	0.13	< 0.005	14.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.07	0.07	< 0.005	< 0.005	0.07
General Office Building	—	—	—	—	—	—	—	—	—	—	0.04	0.30	0.34	< 0.005	< 0.005	0.49
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	0.17	1.13	1.30	0.02	< 0.005	1.86

Total	—	—	—	—	—	—	—	—	—	—	0.21	1.50	1.72	0.02	< 0.005	2.42

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.40	0.00	0.40	0.04	0.00	1.39
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	11.6	0.00	11.6	1.16	0.00	40.6
Total	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.40	0.00	0.40	0.04	0.00	1.39
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	11.6	0.00	11.6	1.16	0.00	40.6
Total	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.07	0.00	0.07	0.01	0.00	0.23
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.92	0.00	1.92	0.19	0.00	6.73
Total	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	6.96

4.5.1. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.40	0.00	0.40	0.04	0.00	1.39
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	11.6	0.00	11.6	1.16	0.00	40.6
Total	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

General Office Building	—	—	—	—	—	—	—	—	—	—	0.40	0.00	0.40	0.04	0.00	1.39
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	11.6	0.00	11.6	1.16	0.00	40.6
Total	—	—	—	—	—	—	—	—	—	—	12.0	0.00	12.0	1.20	0.00	42.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	0.07	0.00	0.07	0.01	0.00	0.23
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	1.92	0.00	1.92	0.19	0.00	6.73
Total	—	—	—	—	—	—	—	—	—	—	1.99	0.00	1.99	0.20	0.00	6.96

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005

Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140

4.6.2. Mitigated

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

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

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	844
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	140

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9.2. Mitigated

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

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

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

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

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

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

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	7/12/2022	7/26/2022	5.00	10.0	—
Site Preparation	Site Preparation	7/27/2022	7/28/2022	5.00	1.00	—
Grading	Grading	7/29/2022	7/31/2022	5.00	2.00	—
Building Construction	Building Construction	8/1/2022	12/19/2022	5.00	100	—
Paving	Paving	12/20/2022	12/27/2022	5.00	5.00	—
Architectural Coating	Architectural Coating	12/28/2022	1/4/2023	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40

Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	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
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	34.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.56	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.80	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.31	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	34.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1.56	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.80	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	0.31	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	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	0.00	0.00	8,256	2,752	1,288

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	4,832	—
Site Preparation	—	—	0.50	0.00	—
Grading	—	—	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.49

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.49	100%
General Office Building	0.00	0%
Automobile Care Center	0.00	0%
Automobile Care Center	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2022	0.00	690	0.05	0.01
2023	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
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Office Building	7.77	1.76	0.56	2,147	55.8	12.7	4.01	15,417
Automobile Care Center	97.1	97.5	48.8	32,934	398	700	351	158,609
Automobile Care Center	37.4	37.6	18.8	12,704	154	270	135	61,183

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

General Office Building	7.77	1.76	0.56	2,147	55.8	12.7	4.01	15,417
Automobile Care Center	97.1	97.5	48.8	32,934	398	700	351	158,609
Automobile Care Center	37.4	37.6	18.8	12,704	154	270	135	61,183

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	8,256	2,752	1,288

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	0.00	690	0.0489	0.0069	0.00
General Office Building	12,390	690	0.0489	0.0069	6,607
Automobile Care Center	41,022	690	0.0489	0.0069	136,672
Automobile Care Center	15,824	690	0.0489	0.0069	52,721

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	0.00	690	0.0489	0.0069	0.00
General Office Building	12,056	690	0.0489	0.0069	6,479
Automobile Care Center	40,011	690	0.0489	0.0069	135,684
Automobile Care Center	15,434	690	0.0489	0.0069	52,340

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	44,177
General Office Building	140,410	0.00
Automobile Care Center	382,910	0.00
Automobile Care Center	147,707	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	44,177
General Office Building	140,410	0.00
Automobile Care Center	382,910	0.00
Automobile Care Center	147,707	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	0.00
General Office Building	0.73	0.00
Automobile Care Center	15.5	0.00
Automobile Care Center	6.00	0.00

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	0.00
General Office Building	0.73	0.00
Automobile Care Center	15.5	0.00
Automobile Care Center	6.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20.9	annual days of extreme heat

Extreme Precipitation	7.15	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	6.08	annual hectares burned

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	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	N/A	N/A	N/A	N/A
Air Quality	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	2	1	1	3
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	N/A	N/A	N/A	N/A
Air Quality	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	80.0
AQ-PM	55.5
AQ-DPM	33.1
Drinking Water	83.1
Lead Risk Housing	50.9
Pesticides	50.2

Toxic Releases	51.6
Traffic	52.8
Effect Indicators	—
CleanUp Sites	17.1
Groundwater	28.1
Haz Waste Facilities/Generators	40.1
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	42.1
Cardio-vascular	59.3
Low Birth Weights	15.4
Socioeconomic Factor Indicators	—
Education	25.1
Housing	7.69
Linguistic	28.0
Poverty	20.8
Unemployment	40.6

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	65.87963557
Employed	54.83125882
Education	—
Bachelor's or higher	75.15719235

High school enrollment	100
Preschool enrollment	44.15501091
Transportation	—
Auto Access	93.63531374
Active commuting	35.8013602
Social	—
2-parent households	39.49698447
Voting	55.357372
Neighborhood	—
Alcohol availability	64.22430386
Park access	48.9285256
Retail density	69.75490825
Supermarket access	84.19094059
Tree canopy	72.95008341
Housing	—
Homeownership	70.46066983
Housing habitability	72.28281791
Low-inc homeowner severe housing cost burden	22.85384319
Low-inc renter severe housing cost burden	80.5338124
Uncrowded housing	76.50455537
Health Outcomes	—
Insured adults	65.67432311
Arthritis	17.5
Asthma ER Admissions	65.6
High Blood Pressure	17.7
Cancer (excluding skin)	8.0
Asthma	76.7

Coronary Heart Disease	17.4
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	58.5
Life Expectancy at Birth	36.5
Cognitively Disabled	26.7
Physically Disabled	26.6
Heart Attack ER Admissions	66.9
Mental Health Not Good	76.1
Chronic Kidney Disease	35.4
Obesity	70.2
Pedestrian Injuries	63.0
Physical Health Not Good	61.7
Stroke	34.3
Health Risk Behaviors	—
Binge Drinking	54.2
Current Smoker	77.7
No Leisure Time for Physical Activity	75.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	72.4
Elderly	25.8
English Speaking	72.4
Foreign-born	60.9
Outdoor Workers	71.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	65.9

Traffic Density	67.2
Traffic Access	63.6
Other Indices	—
Hardship	32.8
Other Decision Support	—
2016 Voting	47.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	35.0
Healthy Places Index Score for Project Location (b)	69.0
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 and Equity Evaluation Scorecard not completed.

8. User Changes to Default Data

Screen	Justification
Construction: Trips and VMT	Calculated number of haul trips during demolition.

Appendix A:
Air Quality & Greenhouse Gas Study

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☒ Copy of Department of City Planning Application (CP-7771.1).

☒ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☒ Copy of project-specific VMT Calculator[1] analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Office as follows:

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor	7166 W. Manchester Blvd	6262 Van Nuys Blvd, 3rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: 22732 Victory Blvd, Los Angeles, CA 91367

Project Description: New Automated Car Wash, Detail Center and Office on a 31,048 sf (0.71 ac) area

Seeking Existing Use Credit (will be calculated by LADOT): Yes ✔ No _____ Not sure _____

Applicant Name: Moti Balyan

Applicant E-mail: motibalyan@gmai.com Applicant Phone: (818) 462-3195

Planning Staff Initials: _____ **Date:** _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Automated Car Wash and Detail Center (ITE LU 948)	1 tunnel	428
	LA VMT Calculator used, Car Wash data not available	(San Diego rate =	
	Per ITE exis. 4-stall Self-serv car wash (947)=432 trips	600/acre site is used)	
		Total trips[1]*:*	432-428 = - 4

a. Does the proposed project involve a discretionary action? **Yes** ☐ **No** ☑

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☐ **No** ☑

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☑

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name:_____ Phone: _____

Signature: _____ Date: _____

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '**+**' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Automated Car Wash and Detail Center	1 tunnel	
	Total new trips:		428
Existing	Self-Service Car Wash	4 Stalls	
	Total existing trips:		432
	Net Increase / Decrease (+ or -)		-4

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☒ **No** ☐
b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☒
c. Would the project result in a net increase in daily VMT? **Yes** ☐ **No** ☒
d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☒

e. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☒

f. Project size:
- **i.** Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☒
- **ii.** Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒
- **iii.** Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **d.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **c.**; or to **d.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **b.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **e.** and either **f.i**., **f.ii**., or **f.iii**., an access assessment may be required.

LADOT Comments:
Applicant should submit a site plan to LADOT for review prior to design finalization.

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☒

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☒

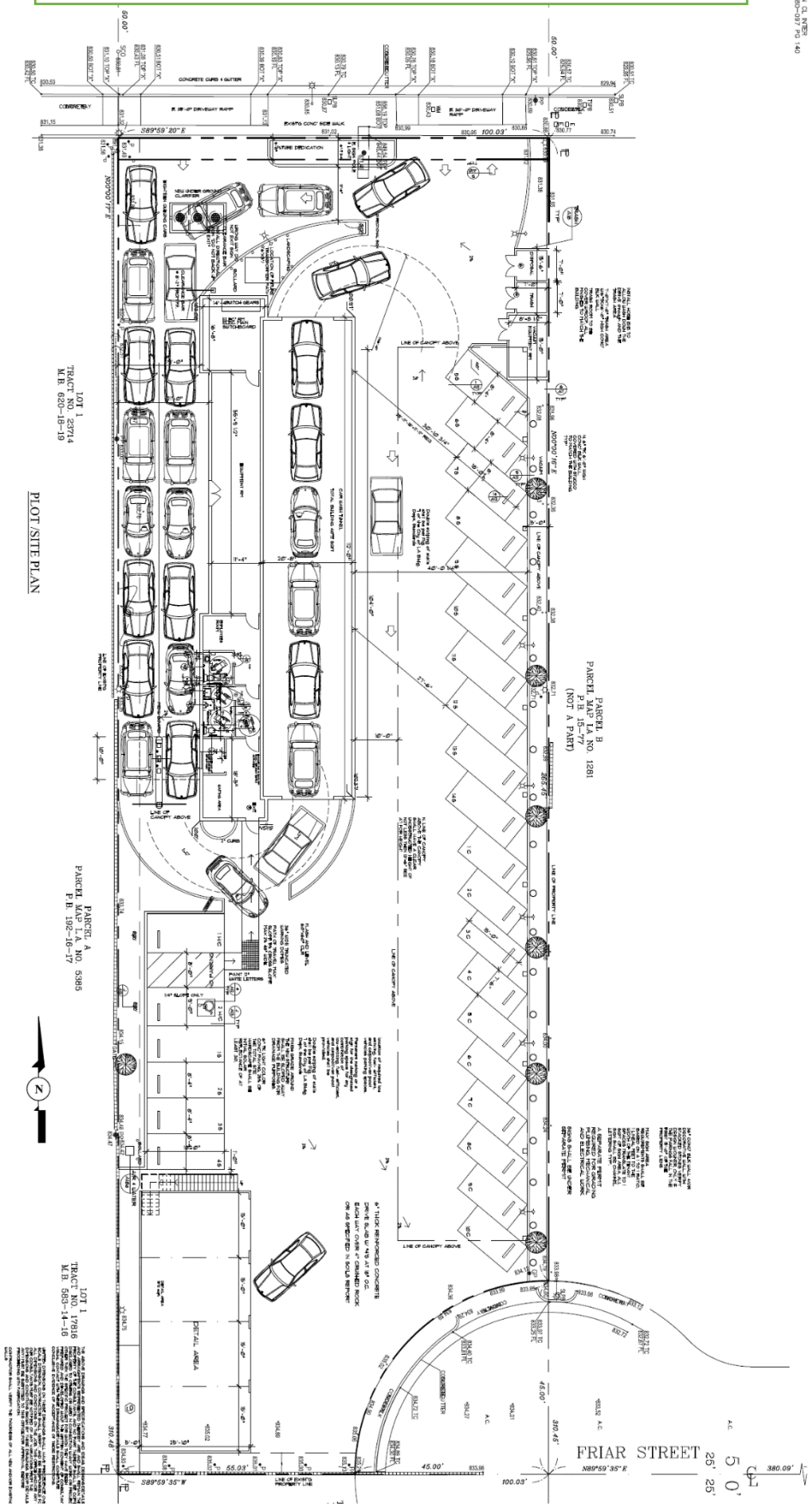
Access, Safety, and Circulation Evaluation Required (Question b. satisfied): **Yes** ☐ **No** ☒

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Sheila Ahoraian Phone: 818-374-4690

Signature: Sheila Ahoraian Date: 5/23/2022

SITE PLAN (Automated Car Wash):
22736 Victory Blvd, Los Angeles, CA 91367



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

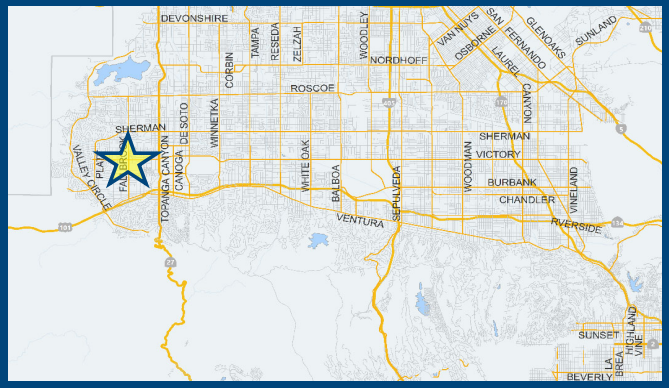
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Automated Car Wash and Detail Center

Scenario: Existing 2022

Address: 22736 VICTORY BLVD, 91367



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail		ksf
(custom) Self-Service Car Wash | Daily	432	Trips
(custom) Self-Service Car Wash | HBW-Attractio	0	Percent
(custom) Self-Service Car Wash | HBO-Attraction	50	Percent
(custom) Self-Service Car Wash | NHB-Attraction	0	Percent
(custom) Self-Service Car Wash | HBW-Productio	0	Percent
(custom) Self-Service Car Wash | HBO-Productio	50	Percent
(custom) Self-Service Car Wash | NHB-Productio	0	Percent
(custom) Self-Service Car Wash | Daily	0	Residents
(custom) Self-Service Car Wash | Daily	0	Employees
(custom) Self-Service Car Wash | Daily	Retail	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	0	ksf
(custom) Automated Car Wash and Detail Center	428	Trips
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	50	Percent
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	50	Percent
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	0	Residents
(custom) Automated Car Wash and Detail Center	0	Employees
(custom) Automated Car Wash and Detail Center	Retail	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
354 Daily Vehicle Trips	350 Daily Vehicle Trips
2,216 Daily VMT	2,191 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-4 Net Daily Trips
The net increase in daily VMT ≤ 0	-25 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

5/19/2022

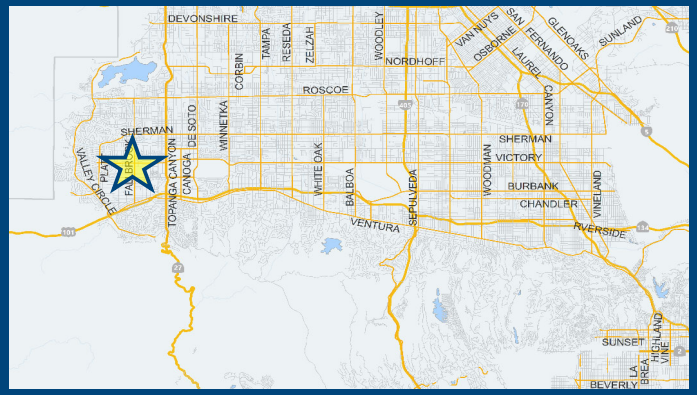
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Automated Car Wash and Detail Center

Scenario: Existing 2022

Address: 22736 VICTORY BLVD, 91367



Proposed Project Land Use Type	Value	Unit
(custom) Automated Car Wash and Detail Center	428	Trips
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	50	Percent
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	50	Percent
(custom) Automated Car Wash and Detail Center	0	Percent
(custom) Automated Car Wash and Detail Center	0	Residents
(custom) Automated Car Wash and Detail Center	0	Employees
(custom) Automated Car Wash and Detail Center	Retail	Retail/Non-Re

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
350 Daily Vehicle Trips	**350** Daily Vehicle Trips
2,191 Daily VMT	**2,191** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: N/A Threshold = 9.4 15% Below APC	**Household: N/A** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

5/19/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 19, 2022
Project Name: Automated Car Wash and Detail Center
Project Scenario: Existing 2022
Project Address: 22736 VICTORY BLVD, 91367

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Automated Car Wash and Deta	428	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 19, 2022
Project Name: Automated Car Wash and Detail Center
Project Scenario: Existing 2022
Project Address: 22736 VICTORY BLVD, 91367

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 0			
Proposed Project		***With Mitigation***	
350	**Daily Vehicle Trips**	**350**	**Daily Vehicle Trips**
2,191	**Daily VMT**	**2,191**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4	N/A	Household > 9.4	N/A
Work > 11.6	N/A	Work > 11.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	*urban*	*75%*
TYPE	*compact infill*	*40%*
MAX:	suburban center	*20%*
	suburban	*15%*

Note: 1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: May 19, 2022
Project Name: Automated Car Wash and Detail Center
Project Scenario: Existing 2022
Project Address: 22736 VICTORY BLVD, 91367

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	11.9	0	0
Home Based Other Production	214	-21.0%	169	6.0	1,284	1,014
Non-Home Based Other Production	0	0.0%	0	9.1	0	0
Home-Based Work Attraction	0	0.0%	0	10.4	0	0
Home-Based Other Attraction	214	-15.4%	181	6.5	1,391	1,177
Non-Home Based Other Attraction	0	0.0%	0	8.5	0	0

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	169	1,014	0.0%	169	1,014
Non-Home Based Other Production	0.0%	0	0	0.0%	0	0
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	181	1,177	0.0%	181	1,177
Non-Home Based Other Attraction	0.0%	0	0	0.0%	0	0

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 0
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,014**	**1,014**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Yunus Rahi, PhD, PE, TE
Title:	President/Principal Engineer
Company:	Traffic Design, Inc.
Address:	862 Canterbury Ln, San Dimas, CA 91773
Phone:	626-826-7560
Email Address:	myrahi@hotmail.com
Date:	05-18-2022

Appendix C:
Geotechnical Investigation Report &
LADBS Soils Report Approval Letter

GEO ENVIRON ENGINEERING CONSULTANTS, INC.
CIVIL • GEOTECHNICAL • ENVIRONMENTAL
4071 E. La Palma Ave., Ste. B, Anaheim, Ca 92807 • (714) 632-3190 • (714) 606-2598

Job No. 22-1187P
April 7, 2022

Mr. Moti Balyan
22736 Victory Blvd.
Woodland Hills, Ca 91367

Subject: **Geotechnical Investigation Report for Foundation Design, Proposed Automatic Carwash, 22736 Victory Blvd, Woodland Hills, California**

Reference:

1) J.K. Architect, 8/5/2019, "Site Plan, Proposed Fallbrook Automatic Carwash, 22736 Victory Blvd, Woodland Hills, California

Dear Mr. Balyan :

In accordance with your request and authorization, we have performed a preliminary geotechnical engineering investigation for the subject project. The accompanying report presents the preliminary results of our field exploration work, laboratory tests, our geotechnical experience previously performed in the vicinity of the project site, as well as engineering analysis. The subsurface and foundation conditions are discussed and preliminary recommendations for the geotechnical engineering aspects of the project are presented.

This opportunity to be of service is appreciated. If you have any questions concerning our findings, please call at your convenience.

Respectfully submitted,

Geo Environ Eng. Consultants, Inc.

Jabed Masud, MSCE
President

Fahad Masud, PE
Vice President

JM/FM/gm

Attachments: Appendix 'A' - Drawings
Appendix 'B' - Boring Logs
Appendix 'C' - Laboratory Test Results
Appendix 'D' -Liquefaction Analysis

SCOPE

The scope of this study designed to determine and evaluate the surface and subsurface conditions of the subject site and to present preliminary recommendations for the foundation systems and grading requirements as they relate to the planned development

The scope included the following geotechnical functions:

- Review of available literature pertaining to the site and vicinity.
- Evaluation of natural and manmade surface features at the site and contiguous areas.
- Drilling and logging of exploratory borings to determine the character and distribution of earth materials.
- Securing of bulk and undisturbed samples of earth materials from the borings for laboratory testing.
- Laboratory testing of selected samples.
- Geotechnical engineering analysis of data obtained during the study.
- Preparation of this report and the accompanying illustrations to present the findings, conclusions, and recommendations pertaining to the planned construction.

The scope of work did not include any environmental assessment of the property or opinions relating to possible soil or subsurface contamination by hazardous or toxic substances.

SITE DESCRIPTION

Location

The subject property upon which the soil exploration has been performed is located at south east corner of Victory Blvd and Fallbrook Ave, approximately 2 miles north of 405 Freeway, Woodland Hills, City of Los Angeles, California. Surrounding the site are commercial properties.

Site Conditions

The subject site is an existing self service carwash facility. The property is flat with covered with covered pavement, carwash bays and parking stall.

PROPOSED DEVELOPMENT

Preliminary details of the proposed construction and the reference drawing were provided by the client..

A service station comprised of a carwash (4072 sft), detail with a 2nd story on top (703 sft) parking and drive pavements, etc., are planned within the subject site. The height of the structures between 26 to 32 feet.

We anticipate the structures will be reinforced masonry or steel frame construction. Structures foundations are expected to consist of conventional shallow, isolated spread or continuous slab with turned down edge (grade beam) footings.

Foundation loads were not provided at this time , however, foundation loads are anticipated to exert bearing pressures ranging between 1500 and 2500 per square foot (psf).

Minor cut and fill grading are anticipated within the proposed construction areas. Should details involved in final design vary from those outlined above, this firm should be notified for review and possible revision of our recommendations.

FIELD STUDY

A field study consisting of site observations and subsurface exploration was conducted on March 28, 2022. Two exploratory borings were drilled in the vicinity of the proposed constructions to a maximum depth of 50 feet. The soils encountered in the exploratory borings were logged by our field personnel. The boring logs are included in Appendix 'A'. The approximate location of the borings are are shown on the plot plan in Appendix 'C'.

Disturbed and undisturbed samples of the soils encountered were obtained at frequent intervals in the borings. Undisturbed samples were obtained by driving a thin walled steel sampler with successive drops of a 140-pound weight having a free fall of 30 inches. The blow count for each one foot of penetration is shown on the boring logs. Undisturbed soils were retained in brass rings with a 1-inch height and 2.413-inch in side diameter. The ring samples were retained in close fitting moisture proof containers and transported to our laboratory for testing. The exploratory borings used for subsurface exploration were backfilled with reasonable effort to restore the area to their original condition prior to leaving the site.

LABORATORY TESTS

The results of laboratory tests performed on disturbed, undisturbed, and remolded soil samples are presented in appendix 'C'. Following is a listing and brief explanation of the laboratory tests which were performed as part of this study. The remaining soil samples are stored in our laboratory for future reference. Unless notified to the contrary, all samples will be disposed of 30 days after this report.

Classification

The field classification of the soils were verified in the laboratory in general accordance with the Unified Soil Classification System. The final classification is shown on the boring logs.

Field Moistures and Densities

The field moisture content was determined for each of the disturbed and undisturbed soil samples. The dry density was also determined for each of the undisturbed samples. The dry density is determined in pounds per cubic foot and the field moisture content is determined as a percentage of the dry weight of the soil. Both results are shown on boring logs.

Consolidation Tests

Settlement predictions of the soil's behavior under load were made on the basis of the consolidation tests which are performed in general accordance with ASTM D-2435 procedures. The Consolidation apparatus is designed to receive a one inch high ring.

Expansion Characteristics

Laboratory expansion tests were performed on a near surface soil sample in general accordance with ASTM D-4829 procedures.

Direct Shear Test

Direct Shear test was performed in the Direct Shear Test Machine which is of the strain control type in general with ASTM D-3080 procedure. Each sample was sheared under varying pressures normal to the face of the specimen to determine the shear strength (cohesion and angle of internal friction). Samples were tested in a submerged condition. The result is plotted on the "Direct Shear Test Graph."

Grain Size Distribution

Particle size analyses were performed in accordance with ASTM Test Method D422-63.

Atterberg's Limits Test

Atterberg's Limits Test was performed in general accordance with ASTM-4318 procedure. The liquid limit was determined in the laboratory with the help of the standard liquid limit apparatus. Plastic limit was determined by forming ball with about 10 gram of plastic soil mass and rolled between fingers. The moisture content for both tests were determined and plasticity index was calculated.

GEOTECHNICAL CONDITIONS

Earth Materials

The site is underlain with **sandy silt to silt** to 10 feet ; **sandy, silty clay** to 25 feet, then **clayey sand to poorly graded sand** to the end of our boring at a maximum depth of 50 feet below existing grade at the boring locations.

Detailed description of the earth materials encountered is presented on the log boring in Appendix 'A'. The soil strata as shown on the drill log represents the soil conditions in the actual boring locations and other variations may occur within the site. Lines of demarcation represent the approximate boundary between the soil types, but the transition may be gradual.

Groundwater

We drilled to a depth of 50 feet below the existing grade and groundwater was encountered at 28.5 feet below existing grade in the exploratory borings during this investigation. The historic groundwater may have existed at 20 feet below grade based on the map published by the USGS.

Seismicity

The frequency of earthquake and intensity of seismic ground shaking to be expected at the site depends upon which fault produces the earthquake, the earthquake magnitude and the distance to the epicenter.

Nearby active fault lines include the Malibu Coast, Santa Susana ; these have associated postulated, maximum probable earthquake magnitudes of 6.5. In turn, the probabilistic ground motion acceleration range upwards to $\pm$ 0.682 g. The related California Building Code factors include the type b, Malibu Coast fault the near source zone is within 1.4 kilometers toward the north and a soil profile type of alluvium or Sd.

Based on the California Building Code acceptance of some structural damage without collapse, the subject development may be designed in accordance with the seismic formulas and requirements presented in the current version of the California Building Code. It is the responsibility of the project structural engineer to utilize the critical seismic factors to be used for building design and to implement the applicable sections of the code.

Liquefaction

Liquefaction involves a sudden loss in strength of a saturated, cohesion less soil which is caused by shock or strain, and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near enough to the ground surface, the effects can be much like that of quicksand on any structure located on it. The surface effects of liquefaction, which may result in damage to structures in the vicinity, typically take the form of sand boils, ground fissures, or differential ground settlement.

The current standard of practice, as outlined in the California Building Code, requires liquefaction analysis to a depth of 50 feet, although the noticeable effects of liquefaction typically occur in areas where the groundwater is much shallower, usually much less than 30 feet from the surface. Liquefaction

typically occurs in areas where the soils below water table are composed of poorly consolidated, fine to medium grained, primarily sandy soil. In addition to the necessary soil conditions, the ground acceleration of the earthquake must also be of a sufficient level to initiate liquefaction. The design ground acceleration typically utilized in liquefaction analysis is the acceleration which has a 10 percent probability of being exceeded in a 50 -year structural life.

A computer program "GEOLOGISMIKI" is used to evaluate the potential foe earthquake - induced liquefaction. The potential for liquefaction was evaluated for site peak ground acceleration and the MCEg peak ground acceleration. The PGAm was calculated to be 0.682 using Table 11.8-1 of ASCE-7-16. **The liquefaction analyses were performed using 1) full PGAm (a 2 % probability of exceedance in 50 years, 2475 -year return period), 2) 2/3 PGAm (a 10 % probability of exceedance in 50 years, 475-year return period.** The seismic induced settlements were calculated to be 0.929 inch for both full PGA and 2/3 PGA. The computer analyses and the results are attached herein (Appendix 'D').

CONCLUSIONS

1) The plan construction and development of the site is considered feasible from a geotechnical engineering point of view provided the engineering recommendations of this report are followed.

2) The surface and the subsurface soil on the site will be adequate for the support of the structure and any fill soils proposed for the site.

3) The proposed structure, grading, and development of the site will not cause adverse safety hazards or instability to the adjacent properties or their structures.

4) conversely, the adjacent properties or their structures will not cause adverse safety hazards or instability to the planned development.

5) Laboratory expansion test indicate that the soils on the site have low expansion potential.

6) The groundwater was not encountered in the soil borings.

7) The site, in general, is not designated as susceptible to liquefaction.

RECOMMENDATIONS

Site Preparation and Rough Grading

The following recommendations may need to be modified and/ or supplemented during rough grading as field conditions necessitate.

Prior to general grading operations, the existing structures including pavements on the site shall be demolished and the debris hauled off the site. All soils disturbed during site clearing should be removed and stockpiled for later use as structural fill.

The proposed building area should be overexacavated and processed 3.0 feet below the existing grade or 2.0 feet below proposed footing bottoms, whichever is greater, then replaced as a compacted fill. Wherever possible, the limits of overexcavation for building areas shall extend at least 5 feet beyond the proposed building limits or to the property line whichever is less.

The proposed parking and drive areas should be scarified and compacted 12 inches below the proposed finished grade.

The competency of the exposed overexcavation bottoms must be determined by the soil engineer or his representative at the time they are exposed and prior to scarification or placement of fill.

All overexcavation bottoms and any areas to receive fill shall be scarified a minimum of 6 inches, watered or aerated as necessary to achieve optimum moisture content, and properly compacted to at least 95% of maximum dry density prior to filling.

For the purpose of estimating earthwork quantities, a shrinkage factor of 10-15 % may be assumed for the existing near surface on-site soil to be used as fill and compacted to 95% of maximum dry density. Subsidence due to grading is estimated to be .1 feet.

Any soil to be placed as fill, whether natural or import, shall be approved by the soil engineer or his representative prior to their placement. The fill material shall be free from vegetation, organic material or debris. Import soil shall be no more expansive than the existing near surface soils on the site. Suitable fill soil shall be placed in horizontal lifts not exceeding 6 inches in thickness after compaction and uniformly watered or aerated to obtain optimum moisture content. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to ensure uniformity of the soil and optimum

moisture in each layer. After each lift has been placed, it shall be thoroughly compacted to not less than 90% of maximum dry density.

The soil engineer or his representative shall observe the placement of fill and should take sufficient tests to verify the moisture content and the uniformity and degree of compaction obtained. In-place density testing should be performed in accordance with ASTM acceptable to the local building authority. The optimum moisture content and the maximum dry density for compacted soils shall be determined in accordance with ASTM D-1557 procedures.

Due to the possibility of imported fill soil in the building areas and / or variable soil strata that may be exposed in the building pad, typical soil samples should be obtained at completion of rough grading for laboratory testing to confirm the expansion characteristics of the graded site.

FOUNDATION RECOMMENDATIONS

Building Footings

- All exterior continuous footings shall be founded to a minimum depth of 18-inches below the lowest adjacent finished grade .
- Interior footings may be founded at a depths of 12-inches below the lowest adjacent finished grade.
- Column footings shall be a minimum of 18 inches by 18 inches in width and tied with grade beams.
- Continuous footings shall be a minimum width of 15 inches.
- Continuous footing shall be reinforced with at least two (2) # 4 rebars at the top and at the bottom of the footing in order to minimize the effects of any minor variations in the engineering characteristics in the supporting soils.

Canopy Footings

Canopy Structures, if planned All footings shall be penetrated into the competent native soils. The preliminary design indicates the size of the foundation to be 5.0 feet in diameter and 8.0 to 10 feet in depths.

Allowable Soil Bearing Capacities

Based on the field and laboratory test data, a safe allowable soil bearing value of 2000 psf is recommended for the design of the continuous and spread footings. A maximum allowable soil bearing value of 6000 psf is recommended for the design of canopy footings embedded into competent native soils. A 1/3 increase in the above bearing value may be used when considering short term loading from wind or seismic sources.

Settlement (Static plus Seismic)

Using the recommended bearing value and the maximum assumed wall and column loads, the proposed structure is not anticipated to exceed a maximum total settlement of 1.4 inches. Maximum differential settlement is expected to be less than 0.7 an inch over a span of 30 feet.

Lateral Bearing Pressure

Additional soil design parameters that may be pertinent to the design and development based on undisturbed natural soil or properly compacted fill are as follows:

- Allowable lateral soil pressures (Equivalent Fluid Pressure), Passive case: 300 psf, per foot of depth, to a maximum value of 4500 psf, may be used to determine lateral bearing resistance for footings.
- Allowable Coefficient of Friction between concrete and soil: .35

Seismic Design

In accordance with the ASCE 7-16, the seismic design should consider the following design parameters:

Site Latitude: 34.1860468

Site Longitude: 118.6226268

Site Class: D

Short Period Site Coefficient- **Fa: 1.0**

Long Period Site Coefficient- **Fv: 0.7**

Mapped Spectral Response Acceleration-Short Period: (0.2 sec)-**Ss: 1.5**

Mapped Spectral Response Acceleration-Short Period: (1 sec)**-S1: 0.6**

Adjusted Spectral Response Acceleration-Short Period: (0.2 sec)-**Sms: 1.8**

Adjusted Spectral Response Acceleration-Short Period: (1 sec)-**Sm1**: **1.05**

Design Spectral Response Acceleration-Short Period: (0.2 sec)-**Sds**: **1.2**

Design Spectral Response Acceleration-Short Period: (1 sec)-**Sd1**: **0.7**

FLOOR SLAB RECOMMENDATIONS

Concrete slabs should be constructed in accordance with the following section.

4-inches concrete reinforced with # 3 rebars at 18- inches O.C, over 2-inches of crushed rock or sand which shall be overlain with a vapor barrier consisting of a minimum a 10-mil polyvinyl chloride membrane with all laps sealed should be placed beneath the concrete slab. The plastic moisture barrier should be overlaid with a minimum of 2 inches of sand should be placed beneath the concrete slabs to aid in concrete curing and to minimize potential punctures.

The concrete section and/or reinforcing should be increased as necessary for excessive design floor loads or anticipated concentrated loads. In areas where moisture sensitive floor covering are anticipated over the slab, The concrete section and/ or reinforcing should be increased as necessary for excessive design floor slabs or anticipated concentrated loads.

The slab subgrade should be moisture conditioned to at least 3 percent over optimum moisture content condition to a depth of 12 inches immediately prior to placement of the moisture barrier or pouring concrete.

RETAINING WALL RECOMMENDATIONS

Retaining walls if planned should be designed to resist the active pressures summarized in the following table. The active pressure is normally calculated from the lowermost portion of the footing to the highest ground surface at the back of the wall, including necessary factors for sloping ground. The active and passive pressures indicated in the table are equivalent fluid densities. Walls that are not free to rotate or that are braced at the top should use active pressures that are 50% greater than those indicated in the table. Retaining wall design for passive resistance should neglect the top foot of earth in front of the wall.

Retaining Wall Design Parameter

Equivalent Fluid Pressures:

Cantilevered Wall

Slope of adjacent ground	Active Pressure backfill onsite silty sand with gravel
Level	30 pcf
2:1	45 pcf

2. Lateral Pressure with Seismic Forces

The proposed wall greater than 6 feet should be deigned for seismic lateral force on top of static lateral force as indicated in our report. The seismic lateral force should be designed as follows:

Fd= ½ *2/3 *PGAm *Y= 28 PCF

Drainage and Waterproofing

A subdrain system shall be constructed behind and at the base of all retaining walls to allow drainage and to prevent buildup of excessive hydrostatic pressures. Typical subdrains should consist of perforated pipe surrounded by filter rock, or other approved devices. Gravel galleries or filter material, if not properly designed and graded for the on-site soils, shall be enclosed in a geotextile fabric such as Mirafi 140N or a suitable equivalent to prevent infiltration of fines and clogging of the system. Subdrains should maintain a positive flow gradient away from the retaining walls and have outlets that drain in a non-erosive manner.

Wall Backfill

Backfill directly behind retaining walls (if backfill width is less than 2 feet) may consist of 3/8 to 3/4 inch maximum diameter rounded to subrounded gravel. If wider areas are backfilled with gravels, the gravel shall be enclosed in a geotextile filter fabric. If other types of soil or gravel are used for

backfill, mechanical compacting methods will be necessary to obtain a relative compaction of at least 90% of maximum dry density. Backfill directly behind retaining walls shall not be compacted by wheel, track or other rolling by heavy construction equipment unless the wall is designed for the surcharge loading from the compaction equipment.

If gravel or other imported granular backfill is used behind the retaining wall, the upper 12 inches of backfill in unpaved areas shall consist of typical on-site soil compacted to a minimum of 90% of the laboratory maximum dry density. This will prevent the infiltration of surface runoff into the granular backfill and into the subdrain system. Maximum dry density and optimum moisture content for backfill materials shall be determined in accordance with ASTM D-1557 procedures.

BLOCK WALL/ FENCES

Footings for block walls and garden walls shall be founded a minimum 12 inches below lowest adjacent grade and shall be reinforced with a minimum two (2) No. 4 bars, one top and one bottom.

FINISH GRADING

The finished lot drainage in unpaved areas should include a minimum positive gradient of 5% away from the structure for a minimum distance of 3 feet and a minimum of 2 % pad drainage off the property in a non-erosive manner.

Any roof or canopy water and the pad drainage should be conducted to the street or off the site in an approved non-erosive manner. Drainage off the property should be accomplished in an approved manner to prevent erosion or instability.

PLANTERS

Planters around perimeters of the structures shall be designed to ensure that adequate drainage is maintained and minimal irrigation water is allowed to drain into the soil underlying the buildings. Separately constructed planters with solid bottoms, independent of the underlying soil, are recommended and should drain directly onto surrounding paved areas or into a properly designed subdrain system.

TEMPORARY CONSTRUCTION CUTS

Temporary construction cuts for retaining walls, foundations, utility trenches, etc., in excess of 5 feet in depth will have to be properly shored or cut back into an inclination not steeper than 3/4 : 1 (horizontal to vertical). Where more restrictive, the safety requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety (CAL-OSHA) and / or the safety codes of the local agency having jurisdiction over the project shall apply.

All excavations shall be initially observed by the geotechnical engineer or his representative to verify the recommendations presented or to make any additional recommendations necessary to maintain stability.

TRENCH BACKFILL

Trench excavations for utility lines which extend under building and paved areas are within the zone of influence of adjacent foundations shall be properly backfilled and compacted in accordance with the following recommendations.

The pipe should be bedded and backfilled with clean sand or approved granular soil (minimum Sand Equivalent Value of 30) to a depth of at least 1 foot over the pipe. This backfill should be uniformly watered and compacted to a firm condition.

The remainder of the backfill should be on-site soil or very low to low expansive import soil, which should be placed in loose lifts not exceeding 8 inches in thickness, watered or aerated to optimum moisture content, and mechanically compacted to at least 90% of maximum dry density as determined by ASTM D-1557 procedures. Water jetting of the backfill is not allowed.

CEMENT TYPE

A very low exposure to sulfate can be expected for concrete placed in contact with on site soil and native material. Therefore, based on the CBC no special cement will be required for concrete in contact with these materials.

PAVEMENT RECOMMENDATIONS

For preliminary design purposes, the typical soil anticipated in the subgrade will consist of fine silty sand. Based on this soil type, an R-Value of 40 has been estimated for preliminary design of the pavement section. The actual R- Value of the subgrade soil should be tested and verified at the time of construction. The following are our preliminary recommendations for the structural pavement section calculated in general accordance with Caltrans procedures and based on the assumed R-Value and assumed Traffic Indexes .

Site Area	Traffic Index	R-value	Pavement Section
Parking	4.5	40	3" A.C. over 4" Class II Base
Vehicle Drive Area	5.5	40	4" A.C. over 4.5" Class II Base
Heavy Truck Area	6.5	40	4" A.C. over 6" Class II Base

As an alternative to asphaltic concrete pavement, Portland Cement Concrete (PCC) pavement may be utilized. Concrete driveway and parking slabs shall be at least 5 inches thick and provided with saw cuts or expansion joints every 10 feet or less. The reinforcing shall consist with No. 3 bars spaced 24 inches on centers, both ways. Concrete pavement should be underlain by a minimum 4 inches of base course. The concrete should have a 28-day concrete strength of at least 3,000 psi. To reduce the potential of unsightly cracking concrete pavement for sidewalk and hardscape should be at least 4 inches thick and provided with saw cuts or expansion joints every 6 feet or less.

Subgrade soils shall be overexcavted, scarified and compacted to at least 90% + of laboratory maximum dry density as recommended in the previous section of rough grading. Base course shall be compacted to at least 95% + of laboratory maximum dry.

PLAN REVIEW

Subsequent to formulation of final development plans and specifications but prior to construction, grading and foundation plans should be reviewed by Geo Environ to verify compatibility with site geotechnical conditions and conformance with recommendations contained herein.

CONSTRUCTION OBSERVATIONS

All rough grading of the property shall be performed under engineering observation of Geo Environ. Rough grading includes, but is not limited to, overexcavation cuts, fill placement, and excavation of temporary and permanent cut and fill slopes.

Geo Environ should observe all foundation excavations. Observations should be made prior to installation of concrete forms and reinforcing steel in order to verify or modify, if necessary, conclusions and recommendations in this report.

CLOSURE & LIMITATIONS

The findings, conclusions, and recommendations presented reflect our best estimate of subsurface conditions based on the data obtained from a limited subsurface exploration performed during the field study. The conclusions and recommendations are based on generally accepted geotechnical engineering principles and practices. No further warranties are implied nor made.

Due to the possible variability of soil and subsurface conditions within the site, conditions may be encountered during grading and development that may differ from those presented herein. Should any variation or unusual condition become apparent during grading and development, this office should be contacted to evaluate these conditions prior to continuation of work and necessary_revisions to the recommendations.

This office should be notified if changes of ownership occur or if the final plans for the site development indicate structures areas, type of structures, or structural loading conditions differing from those presented in this report.

If the site is not developed or grading does not begin within 12 months following the date of this report, further studies may be required to ensure that the surface or subsurface conditions have not changed.

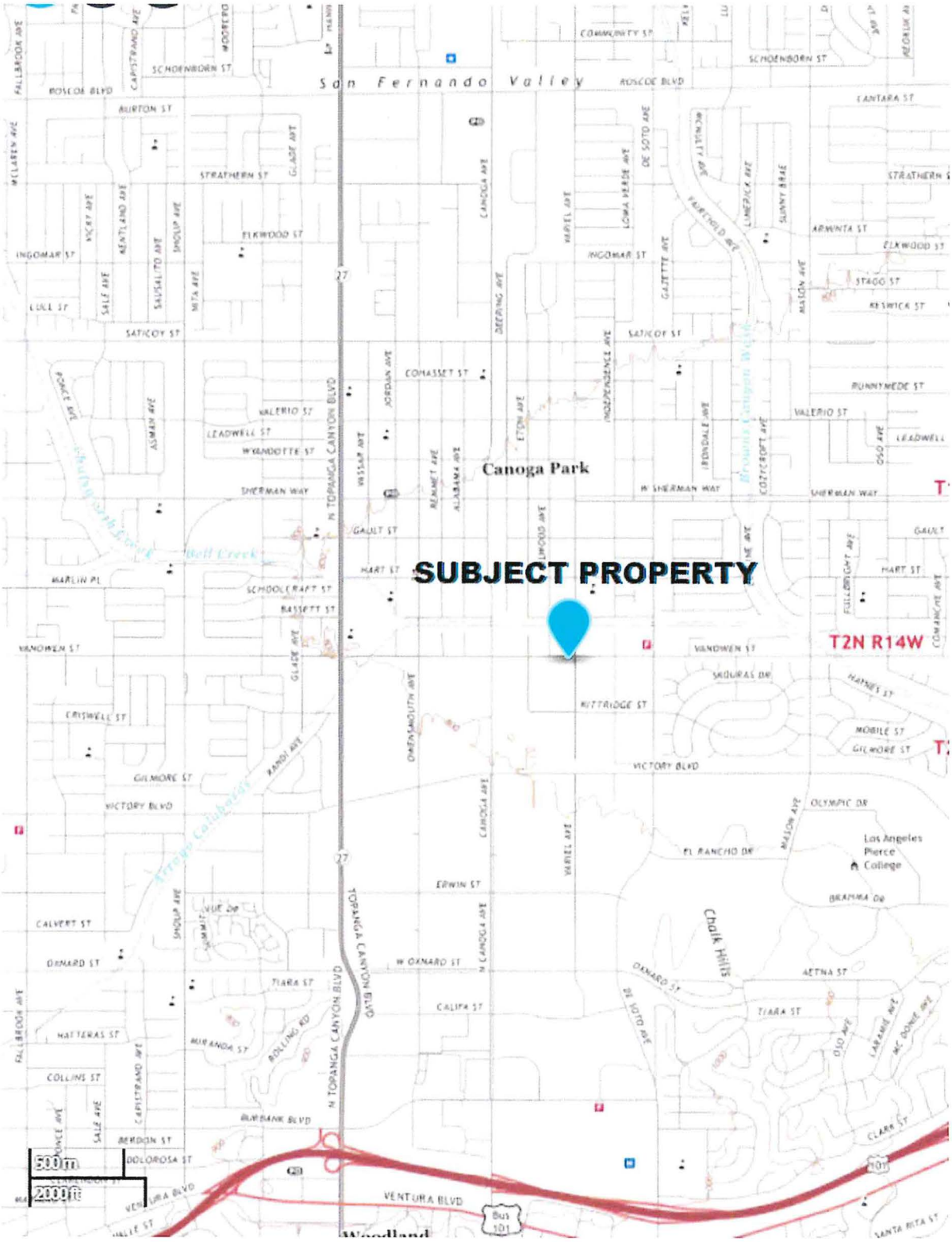
Any charges for necessary review or updates will be at the prevailing rate at the time the review work is performed.

TECHNICAL REFERENCES

1. California Building Code (CBC 2019), *foundation design parameters.*
2. City of Los Angeles Building and Grading Code
3. USGS, *Ground Acceleration from Earthquakes.*
4. USGS, Seismic Design Values for Buildings
5. . California Division of Mines and Geology (CDMG), *Seismic Hazard Evaluation including liquefaction*
6. California Division of Mines and Geology (CDMG), *Historic Groundwater Elevations*
7. Computer Geotechnical Software, GEOLGISMIKI, SPT based liquefaction analysis

APPENDIX A

DRAWINGS


SUBJECT PROPERTY
Canoga Park
San Fernando Valley
T2N R14W
Los Angeles Pierce College
Chalk Hills
Woodland Hills
Bell Creek
Browns Canyon Wash
Arroyo Calabasas
N TOPANGA CANYON BLVD
VENTURA BLVD
ROSCOE BLVD
SCHOENBORN ST
BURTON ST
STRATHERN ST
ELKWOOD ST
INGOMAR ST
LULL ST
SATICOY ST
COHASSET ST
VALERIO ST
LEADWELL ST
WOODLEY AVE
SHERMAN WAY
GAULT ST
HART ST
MARLIN PL
SCHOOLCRAFT ST
BASSETT ST
VANOWEN ST
ERISWELL ST
GILMORE ST
VICTORY BLVD
CALVERT ST
OXNARD ST
TIARA ST
HATTERAS ST
COLLINS ST
BERDOO ST
DOLOROSA ST
BURBANK BLVD
CALIFA ST
ERWIN ST
KITTRIDGE ST
SKOURAS DR
MOBILE ST
GILMORE ST
OLYMPIC DR
EL RANCHO DR
BRAHMA DR
AETNA ST
CLARK ST
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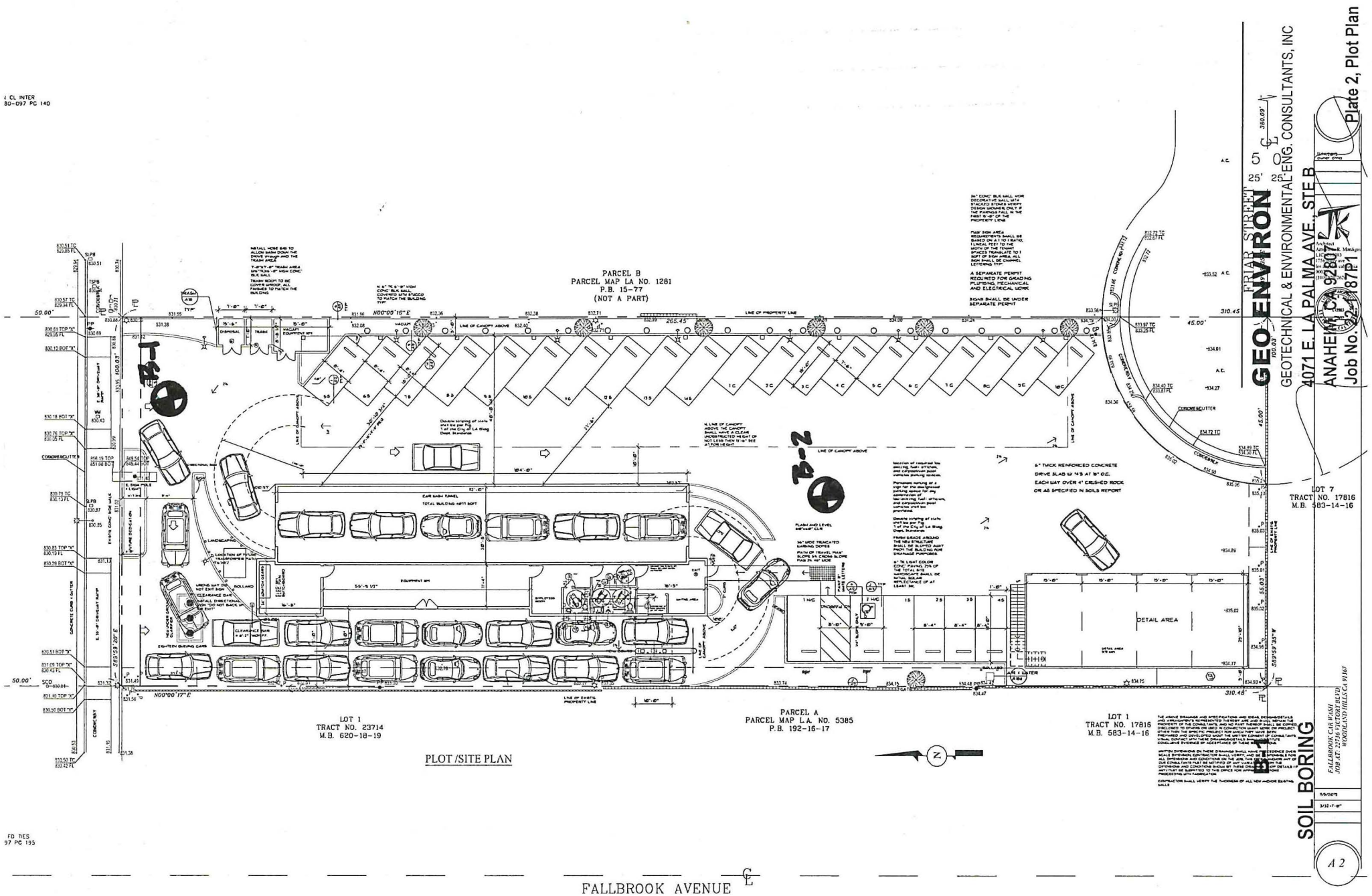


FRIAR STREET

GEO ENVIRON

GEOTECHNICAL & ENVIRONMENTAL ENG. CONSULTANTS, INC

4071 E. LA PALMA AVE., STE B

ANAHEIM, CA 92807

Job No. 2287P1

Plate 2, Plot Plan

SOIL BORING B-1

FALLBROOK CAR WASH
JOB AT 1725 S. FALLBROOK BLVD.
WOODLAND HILLS, CA 91367

1/9/2013

3/32"-1'-0"

A 2

APPENDIX B

BORING LOGS

PROJECT NO. 22-1187P BORING LOG B-1
DATE: 3/28/22
CLIENT: Moti Balyan
PROJECT ADDRESS: 22736 Victory Blvd, Woodland Hills L
DRILLING COMPANY: Duxbury Drilling LOGGED BY: J.M.
DRILLING METHOD/ SAMPLING METHOD: H.S.A./ 140 lb 30" Drop, Automatic Trip Hammer

Depth (ft)	Samp	Blows per 12"	Mois	Dens	USCS	Symb	EARTH MATERIAL DESCRIPTION
2.5		18	12.5	98.2	ML		Native: Lt. brown, sandy Silt, mod. moist, mod. dense
5.0		25	17.3	110.5	ML		Olive, Silt, moist, mod. stiff
10.0		38	12.7		SC		Same as above
15.0		36	14.2		CL		Lt. olive, sandy Clay, mod. mosist, hard
20.0		37	12.3		CL		L.B. Clay, moist, hard
25.0		31	17.3		SC		Olive, Sandy clay, moist, stiff
30.0		21	22.6		SC		▽ Same as above, very moist
35.0		38	30.2		SP		Gray, F-C grained Sand, very moist
40.0		34	9.8		SP		Same as above, saturated
45.0		37	16.3		SP		Same as above
50.0		35	14.3		SP		Same as above
55.0							END OF BORING @ 50'. GROUNDWATER @ 28.5

Std. Penetration Test California Ring Bulk Sample

PROJECT NO. 22-1187P BORING LOG B-2

DATE: 3/28/22

CLIENT: Moti Balyan

PROJECT ADDRESS: 22736 Victory Blvd, Woodland Hills L

DRILLING COMPANY: Duxbury Drilling LOGGED BY: J.M.

DRILLING METHOD/ SAMPLING METHOD: H.S.A./ 140 lb 30" Drop, Automatic Trip Hammer

Depth (ft)	Samp	Blows per 12"	Mois	Dens	USCS	Symb	EARTH MATERIAL DESCRIPTION
2.5		22	10.4	101.4	M		Native: Lt. brown, sandy Silt, mod. moist, mod. dense
5.0		32	14.7	112.8	ML		Olive, Silt, moist, mod. stiff
10.0		34	12.9	108.4	SC		Olive, sandy Clay, mod. moist, mod. stiff
15.0							
							END OF BORING @ 10'. NO GROUNDWATER
20.0							
25.0							
30.0							
35.0							
40.0							
45.0							
50.0							
55.0							

Std. Penetration Test California Ring Bulk Sample

EXPANSION CHARACTERISTICS
(ASTM D-4829)

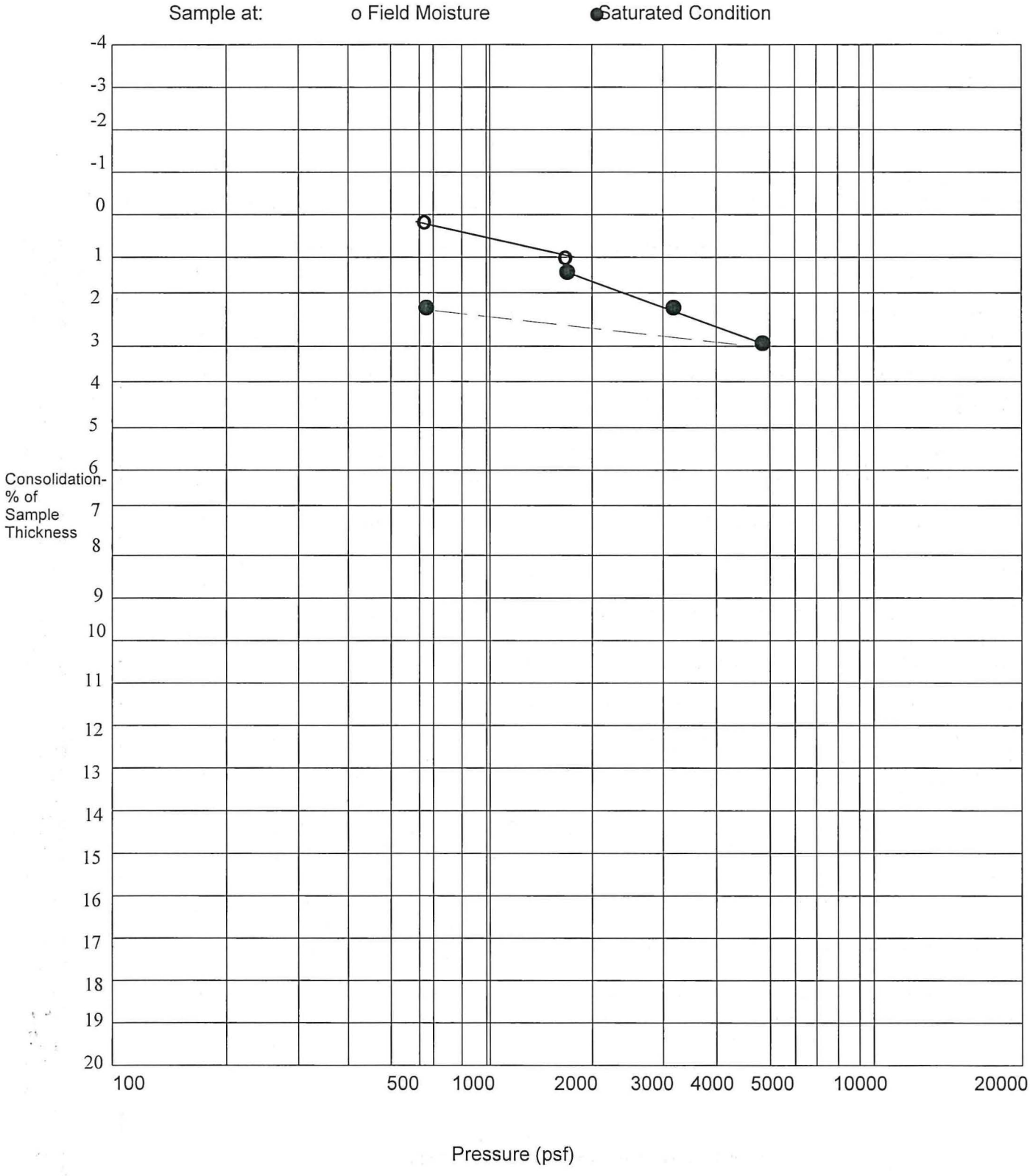
0-21	Very Low
21-50	Low
51-90	Medium
91-130	High
131+	Very High

Sample	Soil Type	Expansion Index	Expansion Classification
B-1 @ 0-5 ft	Fine Sandy Silt	12	Very Low

MAXIMUM DRY DENSITY
(ASTM D1557)

Sample	Soil Type	Max. Density (pcf)	Opt. Mois.(%)
B-1 @ 0-5'	Fine Silty Sand	110.0	12.5

CONSOLIDATION CURVE: ASTM D-2435
PROJECT NO: 22-1187P1
CLIENT: Moti Balyan
JOB ADDRESS: 22736 Victory Blvd, LA
SAMPLE ID: B-2 @ 5.0 ft
M.C: 14.7% D.D: 110.8pcf
SOIL CLASS: Clayey Silt
TECH: R.N.
DATE: 4/2/22



GEO ENVIRON

DIRECT SHEAR TEST

CLIENT: Moti Balyan PROJECT NO: 22-1187P1 DATE: 4/3/22

PROJECT ADDRESS: 22736 Victory Blvd, LA SAMPLE ID: B- 2 @ 2 ft

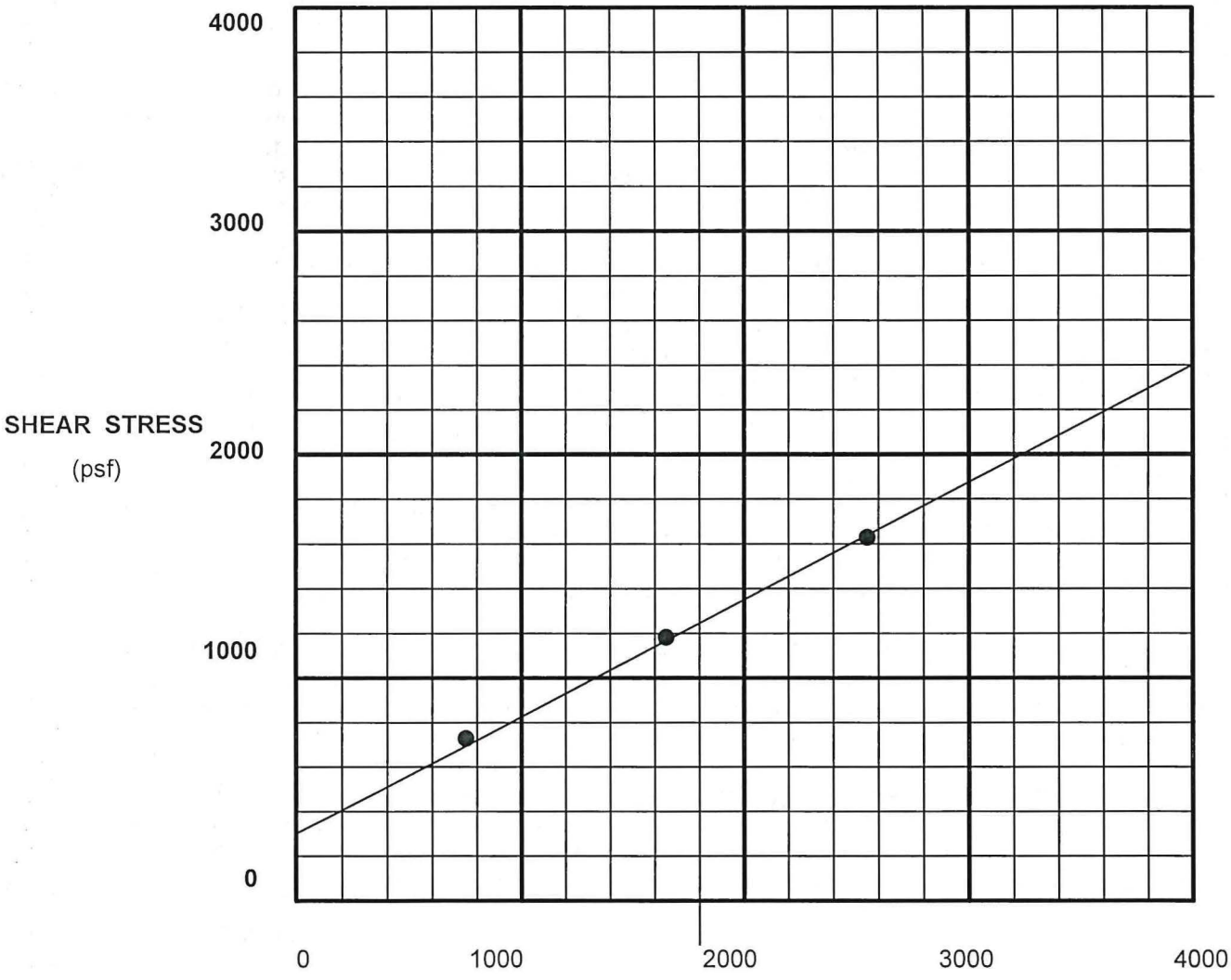
SOIL CLASS: Silty Clay DRY DENSITY: 101.4 MOIS. (Initial): 10.4 (final): 20.5

UNDISTURBED: X RE MOLDED: STRAIN RATE: 0.004 in/min

SHEAR STRENGTH: ULTIMATE RESIDUAL

PHI: 24 deg C: 300 PSF PHI: C:

SAMPLE TESTED IN SUBMERGED CONDITION



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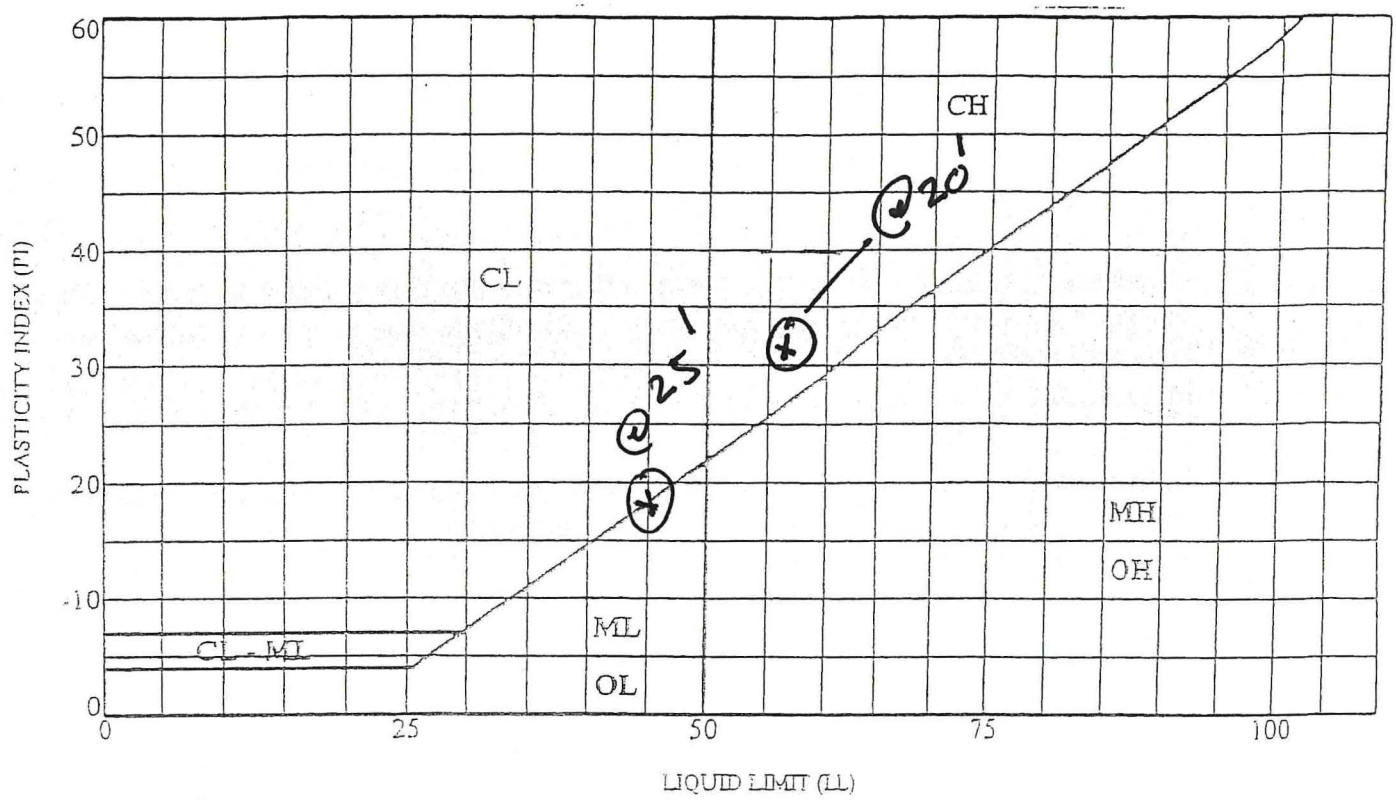


	Boring	Depth (ft)	LL (%)	PL (%)	PI (%)	LI	Description
●	B1	@20'	56	24	32		CLAY
		@25'	44	25	19		SANDY CLAY

LL - Liquid Limit
PL - Plasticity Limit
PI - Plasticity Index
LI - Liquidity Index

Unified Soil Classification
Fine Grained Soil Groups

	LL < 50
ML	Inorganic clayey silts to very fine sands of slight plasticity
CL	Inorganic clays of low to medium plasticity
OL	Organic silts and organic silty clays of low plasticity

	LL >= 50
MH	Inorganic silts and clayey silts of high plasticity
CH	Inorganic clays of high plasticity
OH	Organic clays of medium to high plasticity, organic silts

GEO ENVIRON
GEOTECHNICAL & ENVIRONMENTAL SERVICES
3904 E. MIRALOMA AVE #1
ANAHEIM, CA 92806

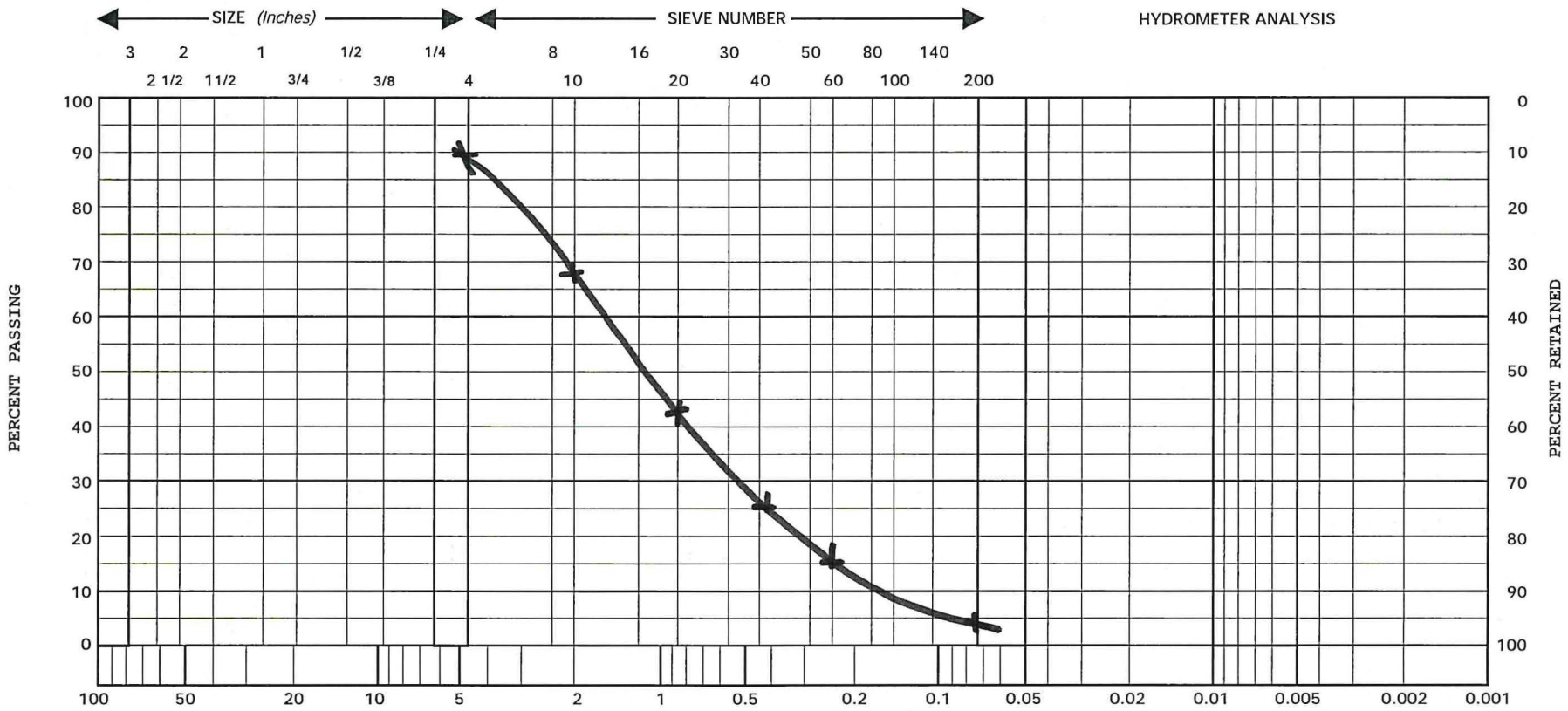
PLASTICITY CHART

PROJECT: CARWASH
PROJECT NO: 22-1187P
PROJECT ADDRESS:
22736 VICTORY BLVD, LA

GRAIN SIZE DISTRIBUTION GRAPH - AGGREGATE GRADATION CHART

1. PROJECT	2. DATE
22736 Victory Blvd, Woodland Hills, Ca	4/1/22

SIEVE ANALYSIS - US STANDARD SIEVE SIZES



GRAIN SIZE IN MILLIMETERS

EXCAVATION NUMBER	SAMPLE NUMBER	LL	PL	PI	Cu (D_{60}/D_{10})	Cc $(D_{30})^2/(D_{60} \times D_{10})$	SOIL DESCRIPTION/REMARKS	CLASSIFICATION (USCS)
B-1 @ 40 ft.							F-C SAND	SP

3. TECHNICIAN *(Signature)*	4. PLOTTED BY *(Signature)*	5. CHECKED BY *(Signature)*
R.N.	J.M.	

APPENDIX D

LIQUEFACTION ANALYSIS

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SPT BASED LIQUEFACTION ANALYSIS REPORT

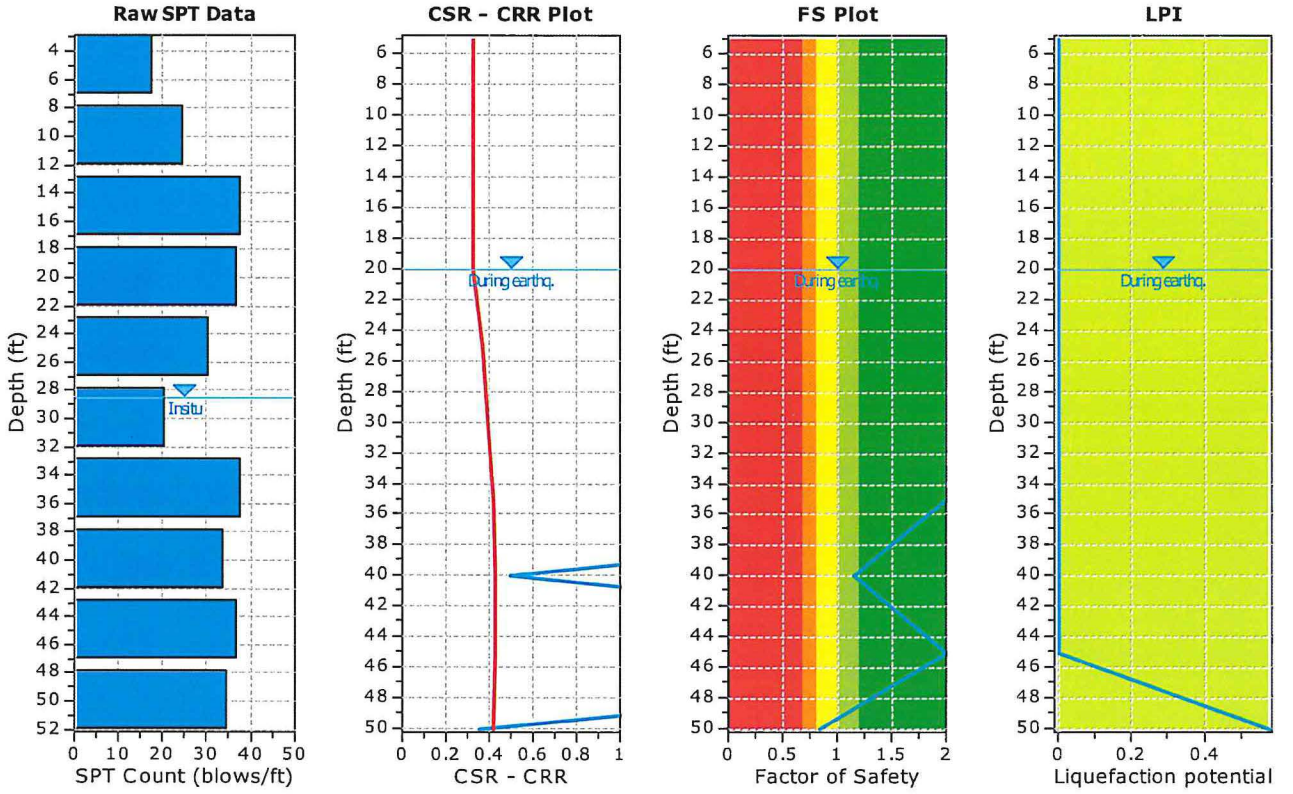
Project title : Moti Balyan-22-1187 (Full PGAm)

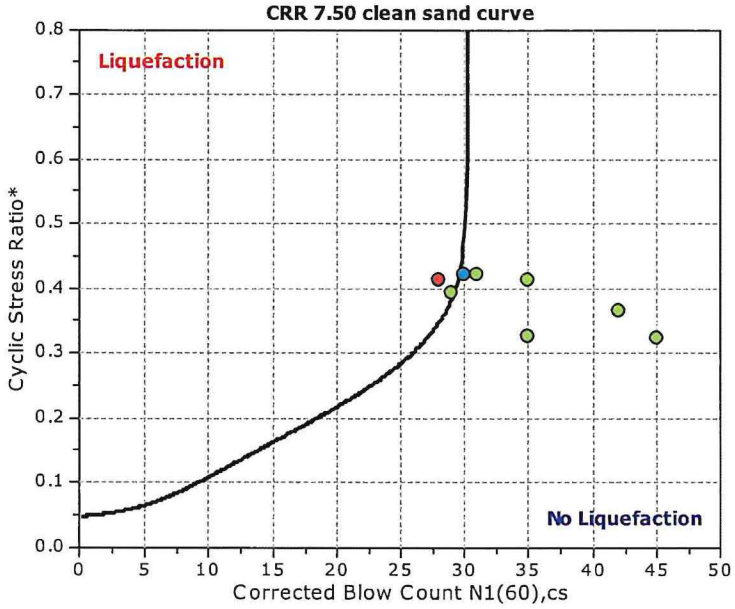
SPT Name: SPT #1

Location : 22736 Victory Blvd, Woodland Hills

:: Input parameters and analysis properties ::

Analysis method:	NCEER 1998	G.W.T. (in-situ):	28.50 ft
Fines correction method:	NCEER 1998	G.W.T. (earthq.):	20.00 ft
Sampling method:	Standard Sampler	Earthquake magnitude M_w:	6.70
Borehole diameter:	150mm	Peak ground acceleration:	0.68 g
Rod length:	5.00 ft	Eq. external load:	0.00 tsf
Hammer energy ratio:	1.20		





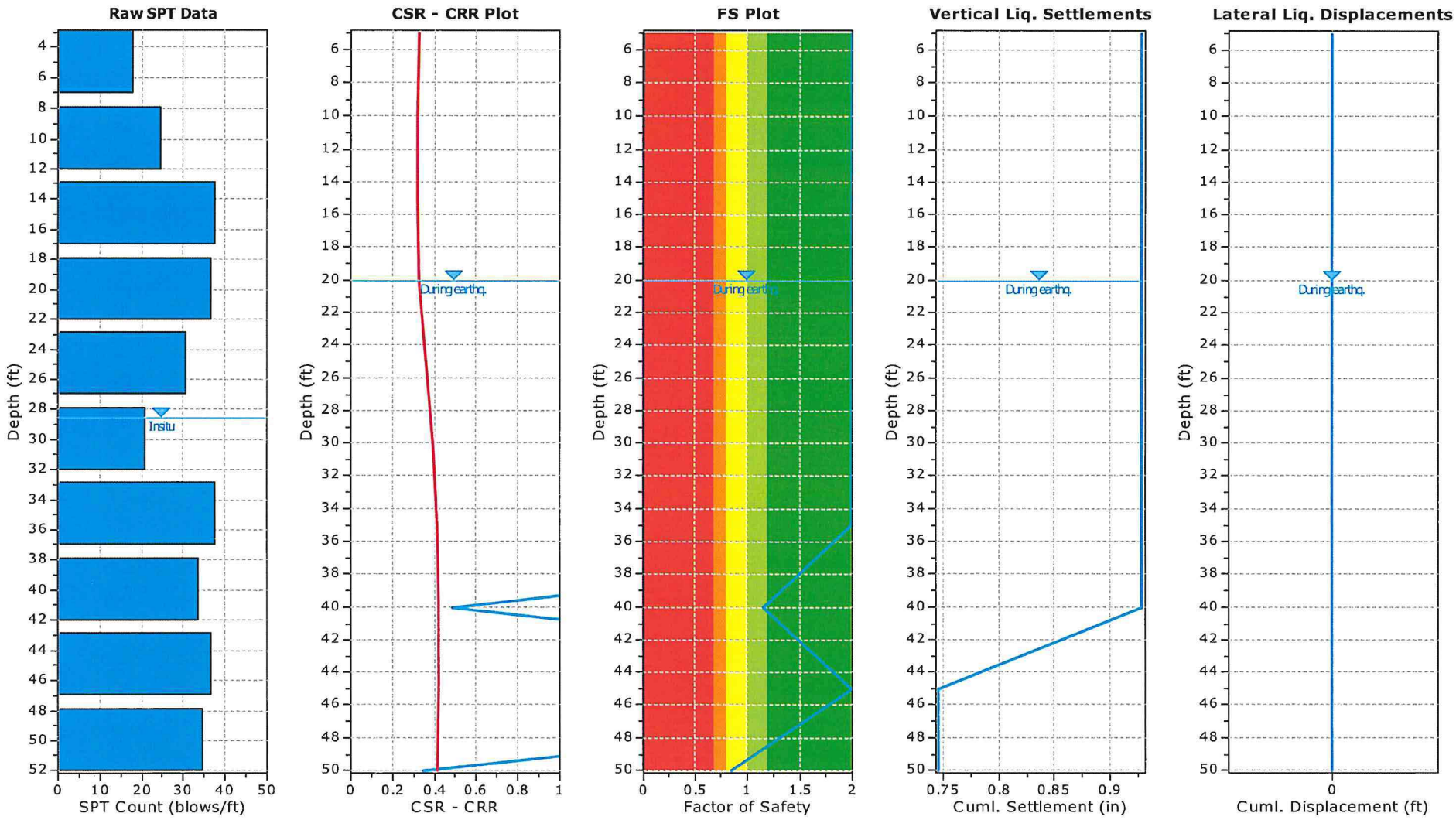
F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

:: Overall Liquefaction Assessment Analysis Plots ::



:: Field input data ::

Test Depth (ft)	SPT Field Value (blows)	Fines Content (%)	Unit Weight (pcf)	Infl. Thickness (ft)	Can Liquefy
5.00	18	55.00	120.94	5.00	Yes
10.00	25	62.00	120.94	5.00	Yes
15.00	38	65.00	120.94	5.00	No
20.00	37	65.00	120.94	5.00	No
25.00	31	65.00	120.94	5.00	No
30.00	21	60.00	120.94	5.00	No
35.00	38	4.00	120.94	5.00	Yes
40.00	34	4.00	120.94	5.00	Yes
45.00	37	4.00	120.94	5.00	Yes
50.00	35	4.00	120.94	5.00	Yes

Abbreviations

Depth: Depth at which test was performed (ft)
SPT Field Value: Number of blows per foot
Fines Content: Fines content at test depth (%)
Unit Weight: Unit weight at test depth (pcf)
Infl. Thickness: Thickness of the soil layer to be considered in settlements analysis (ft)
Can Liquefy: User defined switch for excluding/including test depth from the analysis procedure

:: Cyclic Resistance Ratio (CRR) calculation data ::

Depth (ft)	SPT Field Value	Unit Weight (pcf)	σ_v (tsf)	u_o (tsf)	σ'_{vo} (tsf)	C_N	C_E	C_B	C_R	C_S	$(N_1)_{60}$	Fines Content (%)	α	β	$(N_1)_{60cs}$	$CRR_{7.5}$
5.00	18	120.94	0.30	0.00	0.30	1.48	1.20	1.05	0.75	1.00	25	55.00	5.00	1.20	35	4.000
10.00	25	120.94	0.60	0.00	0.60	1.24	1.20	1.05	0.85	1.00	33	62.00	5.00	1.20	45	4.000
15.00	38	120.94	0.91	0.00	0.91	1.07	1.20	1.05	0.95	1.00	49	65.00	5.00	1.20	64	4.000
20.00	37	120.94	1.21	0.00	1.21	0.94	1.20	1.05	0.95	1.00	42	65.00	5.00	1.20	55	4.000
25.00	31	120.94	1.51	0.00	1.51	0.84	1.20	1.05	0.95	1.00	31	65.00	5.00	1.20	42	4.000
30.00	21	120.94	1.81	0.05	1.77	0.77	1.20	1.05	1.00	1.00	20	60.00	5.00	1.20	29	4.000
35.00	38	120.94	2.12	0.20	1.91	0.73	1.20	1.05	1.00	1.00	35	4.00	0.00	1.00	35	4.000
40.00	34	120.94	2.42	0.36	2.06	0.70	1.20	1.05	1.00	1.00	30	4.00	0.00	1.00	30	0.488
45.00	37	120.94	2.72	0.52	2.21	0.67	1.20	1.05	1.00	1.00	31	4.00	0.00	1.00	31	4.000
50.00	35	120.94	3.02	0.67	2.35	0.64	1.20	1.05	1.00	1.00	28	4.00	0.00	1.00	28	0.348

Abbreviations

σ_v: Total stress during SPT test (tsf)
u_o: Water pore pressure during SPT test (tsf)
σ'_{vo}: Effective overburden pressure during SPT test (tsf)
C_N: Overburden corretion factor
C_E: Energy correction factor
C_B: Borehole diameter correction factor
C_R: Rod length correction factor
C_S: Liner correction factor
$N_{1(60)}$: Corrected N_{SPT} to a 60% energy ratio
α, β: Clean sand equivalent clean sand formula coefficients
$N_{1(60)cs}$: Corected $N_{1(60)}$ value for fines content
$CRR_{7.5}$: Cyclic resistance ratio for M=7.5

:: Cyclic Stress Ratio calculation (CSR fully adjusted and normalized) ::

Depth (ft)	Unit Weight (pcf)	$\sigma_{v,eq}$ (tsf)	$u_{o,eq}$ (tsf)	$\sigma'_{vo,eq}$ (tsf)	r_d	α	CSR	MSF	$CSR_{eq,M=7.5}$	K_{sigma}	CSR^*	FS	
5.00	120.94	0.30	0.00	0.30	0.99	1.00	0.438	1.33	0.328	1.00	0.328	2.000	o
10.00	120.94	0.60	0.00	0.60	0.98	1.00	0.433	1.33	0.324	1.00	0.324	2.000	o

:: Cyclic Stress Ratio calculation (CSR fully adjusted and normalized) ::

Depth (ft)	Unit Weight (pcf)	$\sigma_{v,eq}$ (tsf)	$u_{o,eq}$ (tsf)	$\sigma'_{vo,eq}$ (tsf)	r_d	α	CSR	MSF	$CSR_{eq,M=7.5}$	K_{sigma}	CSR*	FS	
15.00	120.94	0.91	0.00	0.91	0.97	1.00	0.428	1.33	0.321	1.00	0.321	2.000	⊙
20.00	120.94	1.21	0.00	1.21	0.96	1.00	0.423	1.33	0.317	0.97	0.326	2.000	⊙
25.00	120.94	1.51	0.16	1.36	0.94	1.00	0.464	1.33	0.348	0.95	0.366	2.000	⊙
30.00	120.94	1.81	0.31	1.50	0.92	1.00	0.491	1.33	0.368	0.93	0.395	2.000	⊙
35.00	120.94	2.12	0.47	1.65	0.89	1.00	0.506	1.33	0.379	0.92	0.414	2.000	⊙
40.00	120.94	2.42	0.62	1.79	0.85	1.00	0.507	1.33	0.380	0.90	0.422	1.155	⊙
45.00	120.94	2.72	0.78	1.94	0.80	1.00	0.498	1.33	0.373	0.89	0.421	2.000	⊙
50.00	120.94	3.02	0.94	2.09	0.75	1.00	0.482	1.33	0.361	0.87	0.414	0.841	⊙

Abbreviations

$\sigma_{v,eq}$: Total overburden pressure at test point, during earthquake (tsf)
$u_{o,eq}$: Water pressure at test point, during earthquake (tsf)
$\sigma'_{vo,eq}$: Effective overburden pressure, during earthquake (tsf)
r_d : Nonlinear shear mass factor
α: Improvement factor due to stone columns
CSR : Cyclic Stress Ratio (adjusted for improvement)
MSF : Magnitude Scaling Factor
$CSR_{eq,M=7.5}$: CSR adjusted for M=7.5
K_{sigma}: Effective overburden stress factor
CSR*: CSR fully adjusted (user FS applied)***
FS: Calculated factor of safety against soil liquefaction

*** User FS: 1.00

:: Liquefaction potential according to Iwasaki ::

Depth (ft)	FS	F	wz	Thickness (ft)	I_L
5.00	2.000	0.00	9.24	5.00	0.00
10.00	2.000	0.00	8.48	5.00	0.00
15.00	2.000	0.00	7.71	5.00	0.00
20.00	2.000	0.00	6.95	5.00	0.00
25.00	2.000	0.00	6.19	5.00	0.00
30.00	2.000	0.00	5.43	5.00	0.00
35.00	2.000	0.00	4.67	5.00	0.00
40.00	1.155	0.00	3.90	5.00	0.00
45.00	2.000	0.00	3.14	5.00	0.00
50.00	0.841	0.16	2.38	5.00	0.58

Overall potential I_L : 0.58

I_L = 0.00 - No liquefaction
I_L between 0.00 and 5 - Liquefaction not probable
I_L between 5 and 15 - Liquefaction probable
I_L > 15 - Liquefaction certain

:: Vertical settlements estimation for dry sands ::

Depth (ft)	$(N_1)_{60}$	τ_{av}	p	G_{max} (tsf)	α	b	γ	ε_{15}	N_c	ε_{Nc} (%)	Δh (ft)	ΔS (in)
5.00	25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.000
10.00	33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.000
15.00	49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.000

:: Vertical settlements estimation for dry sands ::

Depth (ft)	$(N_1)_{60}$	τ_{av}	p	G_{max} (tsf)	a	b	γ	ε_{15}	N_c	ε_{Nc} (%)	Δh (ft)	ΔS (in)

Cumulative settlemetns: 0.000

Abbreviations

τ_{av}: Average cyclic shear stress
p: Average stress
G_{max}: Maximum shear modulus (tsf)
a, b: Shear strain formula variables
γ: Average shear strain
ε_{15}: Volumetric strain after 15 cycles
N_c: Number of cycles
ε_{Nc}: Volumetric strain for number of cycles N_c (%)
Δh: Thickness of soil layer (in)
ΔS: Settlement of soil layer (in)

:: Vertical settlements estimation for saturated sands ::

Depth (ft)	D_{50} (in)	q_c/N	e_v (%)	Δh (ft)	s (in)
20.00	0.00	5.00	0.00	5.00	0.000
25.00	0.00	5.00	0.00	5.00	0.000
30.00	0.00	5.00	0.00	5.00	0.000
35.00	0.00	5.00	0.00	5.00	0.000
40.00	0.00	5.00	0.31	5.00	0.183
45.00	0.00	5.00	0.00	5.00	0.000
50.00	0.00	5.00	1.24	5.00	0.746

Cumulative settlements: 0.929

Abbreviations

D_{50}: Median grain size (in)
q_c/N: Ratio of cone resistance to SPT
e_v: Post liquefaction volumetric strain (%)
Δh: Thickness of soil layer to be considered (ft)
s: Estimated settlement (in)

:: Lateral displacements estimation for saturated sands ::

Depth (ft)	$(N_1)_{60}$	D_r (%)	γ_{max} (%)	d_z (ft)	LDI	LD (ft)
5.00	25	70.00	0.00	5.00	0.000	0.00
10.00	33	80.42	0.00	5.00	0.000	0.00
15.00	49	100.00	0.00	5.00	0.000	0.00
20.00	42	90.73	0.00	5.00	0.000	0.00
25.00	31	77.95	0.00	5.00	0.000	0.00
30.00	20	62.61	0.00	5.00	0.000	0.00
35.00	35	82.83	0.00	5.00	0.000	0.00
40.00	30	76.68	2.38	5.00	0.000	0.00
45.00	31	77.95	0.00	5.00	0.000	0.00
50.00	28	74.08	5.28	5.00	0.000	0.00

:: Lateral displacements estimation for saturated sands ::

Depth (ft)	$(N_1)_{60}$	D_r (%)	γ_{max} (%)	d_z (ft)	LDI	LD (ft)

Cumulative lateral displacements: 0.00

Abbreviations

D_r: Relative density (%)
γ_{max}: Maximum amplitude of cyclic shear strain (%)
d_z: Soil layer thickness (ft)
LDI: Lateral displacement index (ft)
LD: Actual estimated displacement (ft)

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SPT BASED LIQUEFACTION ANALYSIS REPORT

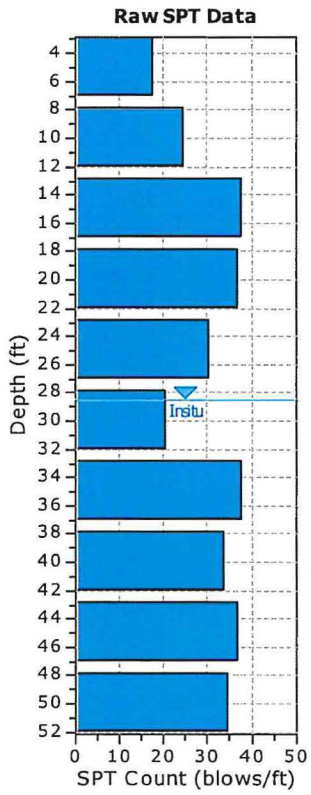
Project title : Moti Balyan-22-1187 (2/3 PGAm)

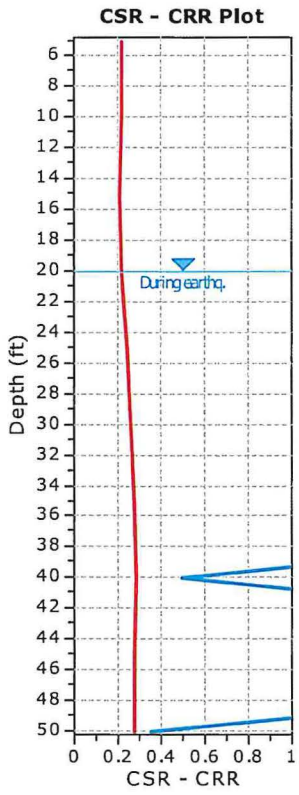
SPT Name: SPT #1

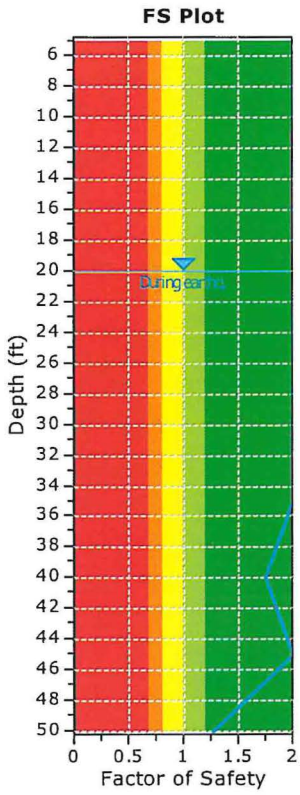
Location : 22736 Victory Blvd, Woodland Hills

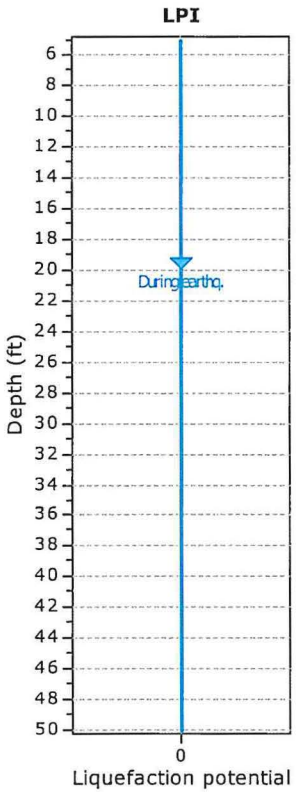
:: Input parameters and analysis properties ::

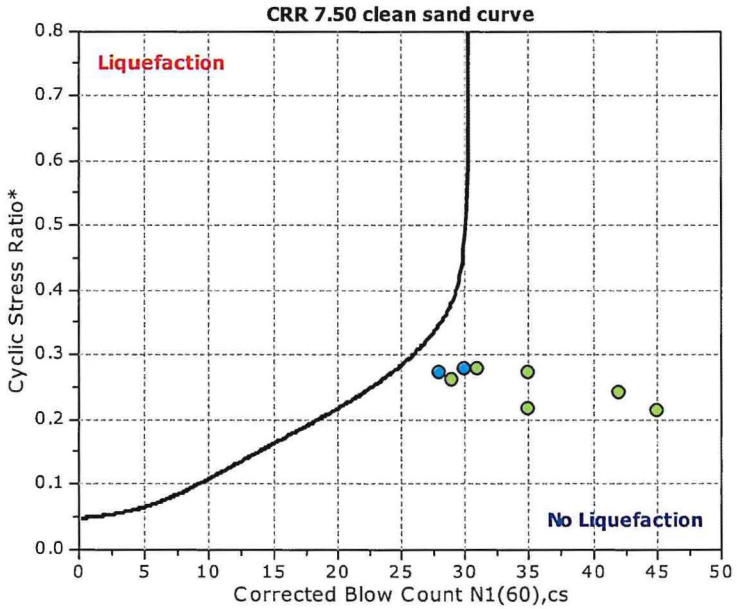
Analysis method:	NCEER 1998	G.W.T. (in-situ):	28.50 ft
Fines correction method:	NCEER 1998	G.W.T. (earthq.):	20.00 ft
Sampling method:	Standard Sampler	Earthquake magnitude M_w:	6.70
Borehole diameter:	150mm	Peak ground acceleration:	0.45 g
Rod length:	5.00 ft	Eq. external load:	0.00 tsf
Hammer energy ratio:	1.20		











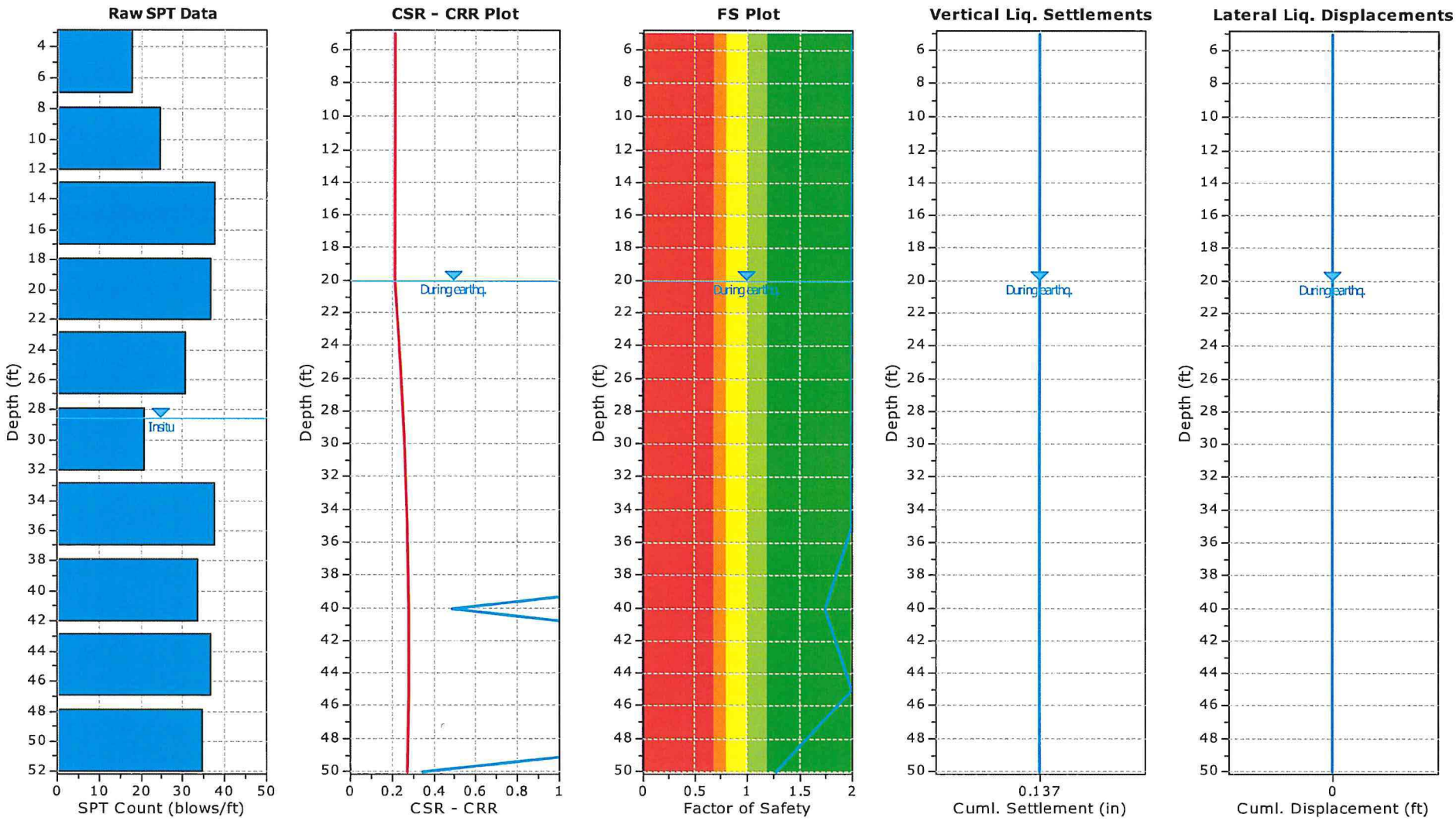
F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

:: Overall Liquefaction Assessment Analysis Plots ::



:: Field input data ::

Test Depth (ft)	SPT Field Value (blows)	Fines Content (%)	Unit Weight (pcf)	Infl. Thickness (ft)	Can Liquefy
5.00	18	55.00	120.94	5.00	Yes
10.00	25	62.00	120.94	5.00	Yes
15.00	38	65.00	120.94	5.00	No
20.00	37	65.00	120.94	5.00	No
25.00	31	65.00	120.94	5.00	No
30.00	21	60.00	120.94	5.00	No
35.00	38	4.00	120.94	5.00	Yes
40.00	34	4.00	120.94	5.00	Yes
45.00	37	4.00	120.94	5.00	Yes
50.00	35	4.00	120.94	5.00	Yes

Abbreviations

Depth: Depth at which test was performed (ft)
SPT Field Value: Number of blows per foot
Fines Content: Fines content at test depth (%)
Unit Weight: Unit weight at test depth (pcf)
Infl. Thickness: Thickness of the soil layer to be considered in settlements analysis (ft)
Can Liquefy: User defined switch for excluding/including test depth from the analysis procedure

:: Cyclic Resistance Ratio (CRR) calculation data ::

Depth (ft)	SPT Field Value	Unit Weight (pcf)	σ_v (tsf)	u_o (tsf)	σ'_{vo} (tsf)	C_N	C_E	C_B	C_R	C_S	$(N_1)_{60}$	Fines Content (%)	α	β	$(N_1)_{60cs}$	$CRR_{7.5}$
5.00	18	120.94	0.30	0.00	0.30	1.48	1.20	1.05	0.75	1.00	25	55.00	5.00	1.20	35	4.000
10.00	25	120.94	0.60	0.00	0.60	1.24	1.20	1.05	0.85	1.00	33	62.00	5.00	1.20	45	4.000
15.00	38	120.94	0.91	0.00	0.91	1.07	1.20	1.05	0.95	1.00	49	65.00	5.00	1.20	64	4.000
20.00	37	120.94	1.21	0.00	1.21	0.94	1.20	1.05	0.95	1.00	42	65.00	5.00	1.20	55	4.000
25.00	31	120.94	1.51	0.00	1.51	0.84	1.20	1.05	0.95	1.00	31	65.00	5.00	1.20	42	4.000
30.00	21	120.94	1.81	0.05	1.77	0.77	1.20	1.05	1.00	1.00	20	60.00	5.00	1.20	29	4.000
35.00	38	120.94	2.12	0.20	1.91	0.73	1.20	1.05	1.00	1.00	35	4.00	0.00	1.00	35	4.000
40.00	34	120.94	2.42	0.36	2.06	0.70	1.20	1.05	1.00	1.00	30	4.00	0.00	1.00	30	0.488
45.00	37	120.94	2.72	0.52	2.21	0.67	1.20	1.05	1.00	1.00	31	4.00	0.00	1.00	31	4.000
50.00	35	120.94	3.02	0.67	2.35	0.64	1.20	1.05	1.00	1.00	28	4.00	0.00	1.00	28	0.348

Abbreviations

σ_v: Total stress during SPT test (tsf)
u_o: Water pore pressure during SPT test (tsf)
σ'_{vo}: Effective overburden pressure during SPT test (tsf)
C_N: Overburden corretion factor
C_E: Energy correction factor
C_B: Borehole diameter correction factor
C_R: Rod length correction factor
C_S: Liner correction factor
$N_{1(60)}$: Corrected N_{SPT} to a 60% energy ratio
α, β: Clean sand equivalent clean sand formula coefficients
$N_{1(60)cs}$: Corected $N_{1(60)}$ value for fines content
$CRR_{7.5}$: Cyclic resistance ratio for M=7.5

:: Cyclic Stress Ratio calculation (CSR fully adjusted and normalized) ::

Depth (ft)	Unit Weight (pcf)	$\sigma_{v,eq}$ (tsf)	$u_{o,eq}$ (tsf)	$\sigma'_{vo,eq}$ (tsf)	r_d	α	CSR	MSF	$CSR_{eq,M=7.5}$	K_{sigma}	CSR^*	FS	
5.00	120.94	0.30	0.00	0.30	0.99	1.00	0.438	1.33	0.328	1.00	0.328	2.000	○
10.00	120.94	0.60	0.00	0.60	0.98	1.00	0.433	1.33	0.324	1.00	0.324	2.000	○

:: Cyclic Stress Ratio calculation (CSR fully adjusted and normalized) ::

Depth (ft)	Unit Weight (pcf)	$\sigma_{v,eq}$ (tsf)	$u_{o,eq}$ (tsf)	$\sigma'_{vo,eq}$ (tsf)	r_d	α	CSR	MSF	$CSR_{eq,M=7.5}$	K_{sigma}	CSR*	FS	
15.00	120.94	0.91	0.00	0.91	0.97	1.00	0.428	1.33	0.321	1.00	0.321	2.000	⊙
20.00	120.94	1.21	0.00	1.21	0.96	1.00	0.423	1.33	0.317	0.97	0.326	2.000	⊙
25.00	120.94	1.51	0.16	1.36	0.94	1.00	0.464	1.33	0.348	0.95	0.366	2.000	⊙
30.00	120.94	1.81	0.31	1.50	0.92	1.00	0.491	1.33	0.368	0.93	0.395	2.000	⊙
35.00	120.94	2.12	0.47	1.65	0.89	1.00	0.506	1.33	0.379	0.92	0.414	2.000	⊙
40.00	120.94	2.42	0.62	1.79	0.85	1.00	0.507	1.33	0.380	0.90	0.422	1.155	⊙
45.00	120.94	2.72	0.78	1.94	0.80	1.00	0.498	1.33	0.373	0.89	0.421	2.000	⊙
50.00	120.94	3.02	0.94	2.09	0.75	1.00	0.482	1.33	0.361	0.87	0.414	0.841	⊙

Abbreviations

$\sigma_{v,eq}$: Total overburden pressure at test point, during earthquake (tsf)
$u_{o,eq}$: Water pressure at test point, during earthquake (tsf)
$\sigma'_{vo,eq}$: Effective overburden pressure, during earthquake (tsf)
r_d : Nonlinear shear mass factor
α: Improvement factor due to stone columns
CSR : Cyclic Stress Ratio (adjusted for improvement)
MSF : Magnitude Scaling Factor
$CSR_{eq,M=7.5}$: CSR adjusted for M=7.5
K_{sigma}: Effective overburden stress factor
CSR*: CSR fully adjusted (user FS applied)***
FS: Calculated factor of safety against soil liquefaction

*** User FS: 1.00

:: Liquefaction potential according to Iwasaki ::

Depth (ft)	FS	F	wz	Thickness (ft)	I_L
5.00	2.000	0.00	9.24	5.00	0.00
10.00	2.000	0.00	8.48	5.00	0.00
15.00	2.000	0.00	7.71	5.00	0.00
20.00	2.000	0.00	6.95	5.00	0.00
25.00	2.000	0.00	6.19	5.00	0.00
30.00	2.000	0.00	5.43	5.00	0.00
35.00	2.000	0.00	4.67	5.00	0.00
40.00	1.155	0.00	3.90	5.00	0.00
45.00	2.000	0.00	3.14	5.00	0.00
50.00	0.841	0.16	2.38	5.00	0.58

Overall potential I_L : 0.58

I_L = 0.00 - No liquefaction
I_L between 0.00 and 5 - Liquefaction not probable
I_L between 5 and 15 - Liquefaction probable
I_L > 15 - Liquefaction certain

:: Vertical settlements estimation for dry sands ::

Depth (ft)	$(N_1)_{60}$	τ_{av}	p	G_{max} (tsf)	α	b	γ	ε_{15}	N_c	ε_{Nc} (%)	Δh (ft)	ΔS (in)
5.00	25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.000
10.00	33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.000
15.00	49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	0.000

:: Vertical settlements estimation for dry sands ::

Depth (ft)	$(N_1)_{60}$	τ_{av}	p	G_{max} (tsf)	a	b	γ	ε_{15}	N_c	ε_{Nc} (%)	Δh (ft)	ΔS (in)

Cumulative settlemetns: 0.000

Abbreviations

τ_{av}: Average cyclic shear stress
p: Average stress
G_{max}: Maximum shear modulus (tsf)
a, b: Shear strain formula variables
γ: Average shear strain
ε_{15}: Volumetric strain after 15 cycles
N_c: Number of cycles
ε_{Nc}: Volumetric strain for number of cycles N_c (%)
Δh: Thickness of soil layer (in)
ΔS: Settlement of soil layer (in)

:: Vertical settlements estimation for saturated sands ::

Depth (ft)	D_{50} (in)	q_c/N	e_v (%)	Δh (ft)	s (in)
20.00	0.00	5.00	0.00	5.00	0.000
25.00	0.00	5.00	0.00	5.00	0.000
30.00	0.00	5.00	0.00	5.00	0.000
35.00	0.00	5.00	0.00	5.00	0.000
40.00	0.00	5.00	0.31	5.00	0.183
45.00	0.00	5.00	0.00	5.00	0.000
50.00	0.00	5.00	1.24	5.00	0.746

Cumulative settlements: 0.929

Abbreviations

D_{50}: Median grain size (in)
q_c/N: Ratio of cone resistance to SPT
e_v: Post liquefaction volumetric strain (%)
Δh: Thickness of soil layer to be considered (ft)
s: Estimated settlement (in)

:: Lateral displacements estimation for saturated sands ::

Depth (ft)	$(N_1)_{60}$	D_r (%)	γ_{max} (%)	d_z (ft)	LDI	LD (ft)
5.00	25	70.00	0.00	5.00	0.000	0.00
10.00	33	80.42	0.00	5.00	0.000	0.00
15.00	49	100.00	0.00	5.00	0.000	0.00
20.00	42	90.73	0.00	5.00	0.000	0.00
25.00	31	77.95	0.00	5.00	0.000	0.00
30.00	20	62.61	0.00	5.00	0.000	0.00
35.00	35	82.83	0.00	5.00	0.000	0.00
40.00	30	76.68	2.38	5.00	0.000	0.00
45.00	31	77.95	0.00	5.00	0.000	0.00
50.00	28	74.08	5.28	5.00	0.000	0.00

:: Lateral displacements estimation for saturated sands ::

Depth (ft)	$(N_1)_{60}$	D_r (%)	γ_{max} (%)	d_z (ft)	LDI	LD (ft)

Cumulative lateral displacements: 0.00

Abbreviations

D_r: Relative density (%)
γ_{max}: Maximum amplitude of cyclic shear strain (%)
d_z: Soil layer thickness (ft)
LDI: Lateral displacement index (ft)
LD: Actual estimated displacement (ft)

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CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

June 17, 2022

LOG # 121766
SOILS/GEOLOGY FILE - 2
LIQ

Moti Balyan
5951 Variel Avenue
Woodland Hills, CA 91367

TRACT: PM 1281
LOT: A
LOCATION: 22736 W. Victory Boulevard

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	22-1187P	04/07/2022	Geo Environ

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed 2-story service station comprised of an automatic carwash, as described on page 4 and shown on the Plot/Site Plan in the 04/07/2022 report. According to the consultants, the site is currently developed with a self-service carwash facility that will be demolished.

Two borings were drilled to depths of 10 and 50 feet. The earth materials at the subsurface exploration locations consist native soils. According to the consultants, groundwater was encountered at a depth of 28.5 feet and historically highest groundwater level is at about 20 feet below the ground surface. The site is relatively level.

The consultants recommend to support the proposed building on conventional foundations bearing on properly placed fill, a minimum of 2 feet thick below the bottom of the footings.

The consultants recommend to support the canopy structures, if planned (see pg. 10, last paragraph of the 04/07/2022 report), on foundations that are 5 feet in diameter and 8 to 10 feet in depth, and bearing into competent native undisturbed soils.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The Liquefaction study included as a part of the 04/07/2022 report demonstrates that the site soils are subject to liquefaction. The earthquake induced total and differential settlements are calculated to be 0.929 and 0.6 inches, respectively. However, these settlement magnitudes are considered by the Department to be within acceptable levels. The requirements of the 2020 City of Los Angeles Building Code have been satisfied.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Retaining walls are not approved in this letter (see pg. 12 of the 04/07/2022 report). If retaining walls are proposed, a supplemental report shall be submitted to the Grading Division for review. The report shall include a site plan showing the proposed heights and locations of the retaining walls, and design calculations which include all surcharge loads.

2. Approval shall be obtained from the utility company with regard to proposed construction within or adjacent to the utility easement along the western property line (7006.6).

3. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

4. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

5. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

6. A grading permit shall be obtained for all structural fill (106.1.2).

7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

8. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).

9. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet, whichever is greater (7011.3).

10. Existing uncertified fill, if any, shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

11. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

12. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

13. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).

14. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

15. Excavations shall not remove lateral support from a public way, adjacent property or an existing structure. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

16. A supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction in the event that any excavation would remove lateral support to the public way, adjacent property, or adjacent structures (3307.3). A plot plan and cross-section(s) showing the construction type, number of stories, and location of the structures adjacent to the excavation shall be part of the excavation plans (7006.2).

17. Unsurcharged temporary excavation may be cut vertical up to 5 feet. Excavations over 5 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation.

18. All foundations for the proposed building shall derive entire support from properly placed fill, a minimum of 2 feet thick below the bottom of the footings, as recommended and approved by the soils engineer by inspection.

19. All foundations for the proposed canopy (if planned) shall derive entire support from competent native undisturbed soils, as recommended on page 10 of the 04/07/2022 report, and approved by the soils engineer by inspection.

20. The foundations for the canopy, if planned, shall be 5 feet in diameter and 8 to 10 feet in depth, as recommended on page 10 of the 04/07/2022 report.

21. All continuous footings shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing, as recommended.

22. The building design shall incorporate provisions for total anticipated differential settlements of 0.7 inches. (1808.2)

23. Special provisions such as flexible or swing joints shall be made for buried utilities and drain lines to allow for differential vertical displacement.

24. Slabs-on-grade shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

25. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

26. The structure shall be connected to the public sewer system per P/BC 2020-027.

27. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).

28. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

29. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

30. All friction pile or caisson drilling and excavations shall be performed under the inspection and approval of the soils engineer. The soils engineer shall indicate the distance that friction piles or caissons penetrate into competent native soils in a written field memorandum. (1803.5.5, 1705.1.2)

31. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

32. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; pile installation (if planned); protection fences; and, dust and traffic control will be scheduled (108.9.1).

33. Pile excavations (if planned) shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

34. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

35. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

GLEN RAAD
Geotechnical Engineer I

Log No. 121766
213-482-0480

cc: Jian Kerendian, Applicant
Geo Environ, Project Consultant
VN District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District VN | Log No. 121766

APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012 Telephone No. (213)482-0480.
B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION
Tract:
Block: Lots:

2. PROJECT ADDRESS: 22736 VICTORY BLVD, WH 91367

3. OWNER: MOTI BALYAN
Address: 5951 Variel Ave
City: Woodland Hills Zip: 91367
Phone (Daytime): 818-462-3705

4. APPLICANT: JIAN Kerendian
Address: 1756 Barry Ave
City: LA Zip: 90025
Phone (Daytime): 310-920-2626
E-mail address: Jiank26@yahoo.com

5. Report(s) Prepared by: Geo Environ

6. Report Date(s): 4-7-22

7. Status of project: ☑ Proposed ☐ Under Construction ☐ Storm Damage

8. Previous site reports? ☐ YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? ☐ YES if yes, provide dates and attach a copy to expedite processing.
Dates:

10. Applicant Signature: Position:

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
☒ Soils Engineering	363.00	No. of Lots	
☐ Geology		No. of Acres	
☐ Combined Soils Engr. & Geol.		☐ Division of Land	
☐ Supplemental		Other	
☐ Combined Supplemental		☒ Expedite	181.50
☐ Import-Export Route		☐ Response to Correction	
Cubic Yards:		☐ Expedite ONLY	
		Sub-total	544.50
		Surcharges	129.80
		TOTAL FEE	674.30

Fee Due: 674.30
Fee Verified By: BM Date: 5/19/22
(Cashier Use Only)

Receipt # 1332920

ACTION BY:

THE REPORT IS: ☐ NOT APPROVED
☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

For Geology Date

For Soils Date

Appendix D:
Noise Study

AMBIENT AND PROJECTED OPERATIONS NOISE STUDY FOR A PROPOSED EXPRESS CAR WASH IN THE CITY OF LOS ANGELES

July 6, 2022

PREPARED FOR:

Moti Balyan
Fallbrook Car Wash
22736 Victory Blvd.
Woodland Hills, CA 91367

PREPARED BY:

Marlund E. Hale, Ph.D., INCE (Full Member), P.E.(Acoustics-OR), NCAC
ADVANCED ENGINEERING ACOUSTICS
LADBS Testing Agency License TA24874
663 Bristol Avenue
Simi Valley, CA 93065

1. Introduction

At the request of Mr. Moti Balyan and his architect, Mr. Jian Keredian, and in compliance with requirements of the Woodland Hills district of the City of Los Angeles (City), a noise study has been conducted by Advanced Engineering Acoustics (AEA) at the site of the existing Fallbrook Self Service Car Wash proposed to be converted into an express car wash. This site is near the SE corner of Fallbrook Avenue and Victory Boulevard in Woodland Hills, CA (see Figure 1). Hours of operation are planned to be daily 7 a.m. to 8 p.m. In order to document the current level of ambient noise at the current self-service car wash and proposed new Fallbrook Express Car Wash location, AEA was retained to monitor the ambient noise at the site property lines nearest sensitive receptor locations. A solid block property line wall now exists on the site near the commercial receptors west of the planned car wash conversion. This report provides the measured existing ambient noise and future projected Express Car Wash noise on site and for the nearby adjacent residential and commercial properties.

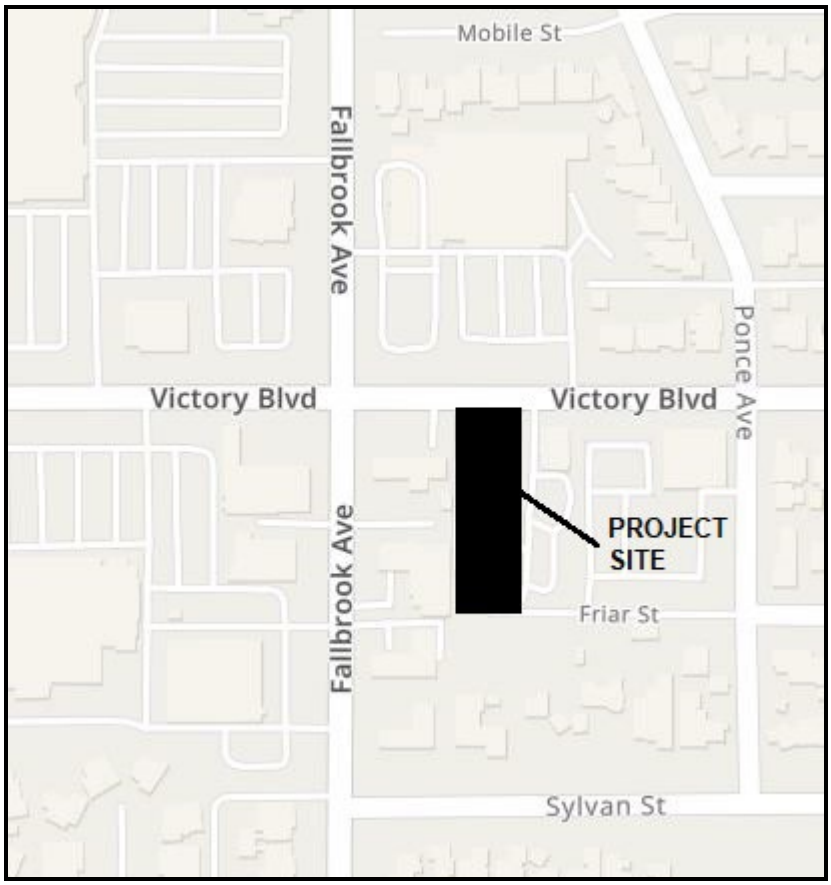


Figure 1. Project Vicinity Map

2. Sound Fundamentals

Physically, sound pressure magnitude is measured and quantified in terms of the decibel (dB), which is associated with a logarithmic scale based on the ratio of a measured sound pressure to the reference sound pressure of 20 micropascal (20 μPa = 20 x 10^{-6} N/m^2). However, the decibel system can be very confusing. For example, doubling or halving the number of sources of equal noise output (a 2-fold change in acoustic *energy*) changes the noise level at the receptor by only 3 dB, which is a barely

perceptible sound change for humans. While doubling or halving the sound *loudness* at the receptor results in a 10 dB change and also represents a 10-fold change in the acoustic *energy*.

The human hearing system is not equally sensitive to sound at all frequencies. Because of this variability, a frequency-dependent adjustment called "A-weighting" has been devised so that sound may be measured in a manner similar to the way the human hearing system responds. The A-weighted sound level is abbreviated "dBA". Figure 2 gives typical A-weighted sound levels for various noise sources and the typical responses of people to these levels.

3. City Noise Standards

The City has established special exterior noise criteria for drive-through car wash operations. Los Angeles Municipal Code ("LAMC") Section 12.22 A.28 states that a car wash must maintain noise levels below the levels provided in Table II in LAMC Section 111.03. Table II of the code was originally developed for locations in the City where ambient noise is always very low and where a 5 dB limit above those low ambient noises could still be a problem. Table II specifies such locations presumed ambient A-weighted noise levels (dBA) for day and night based on the property's zoning. However, it also has been specified as the car wash noise limit for the Project Site's C2 and P Zones is 60 dBA during day (7am-10pm) hours and 55 dBA at night (10pm-7am), unless the measured ambient noise is greater. For the south residential property line, the car wash day noise limit is still 60 dBA and the night noise limit is 40 dBA. But the noise code also states that, "*If the ambient sound levels at the site exceed the allowable ambient levels in Table II, the existing site's ambient level becomes the new allowable baseline and no increase in that level shall be allowed."*

Demolition and construction noise is prohibited by LAMC Section 41.40 between the hours of 9:00 P.M. and 7:00 A.M. of the following day, which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. These sections are included in Appendix A.

4. Sound Monitoring Equipment and Locations

AEA used six NTi XL2 Type 1 Real-Time Analyzer and Integrating Sound Meters to monitor the ambient noise along the existing boundary line of the project site near the commercial and residential locations nearby. Each sound meter system was in current laboratory calibration and was field calibrated according to the manufacturers' instructions just prior to and after making the current operations and ambient noise measurements.

The six noise monitoring positions (see Figure 3) were five feet above local grade. Sound level meters (SLM) A and B were 55 feet south of the centerline of Victory Blvd. and 2 feet from the west and East property lines, respectively. SLMs C and D were 170 feet south of the centerline of Victory Blvd. SLM E was 20 feet north of the south property line and 2 feet east of the west property line. SLM F was 2 feet north of the south property line and 2 feet west of the east property line.

The proposed car wash tunnel exit will be approximately 100 feet south of the centerline of Victory Blvd. and 235 feet southwest of the closest single-family residential façade that is across Victory Blvd. east-northeast of the project site. The car wash tunnel entrance will be approximately 155 feet north of the south property line and the nearest residential lot south of the project, which has a 7.5 foot high

cement block rear yard wall. An 8-foot high masonry block wall extends 70 feet north of the project's south property line along the project's west property line. An 8-foot high cement block wall continues north for 100 feet. Then a 5-foot high masonry wall continues north another 60 feet along the west property line, dropping down to a 2.75-foot high masonry wall that continues 14 more feet and then a 2.5-foot high masonry wall continues north to the project's north property line just south of Victory Blvd.

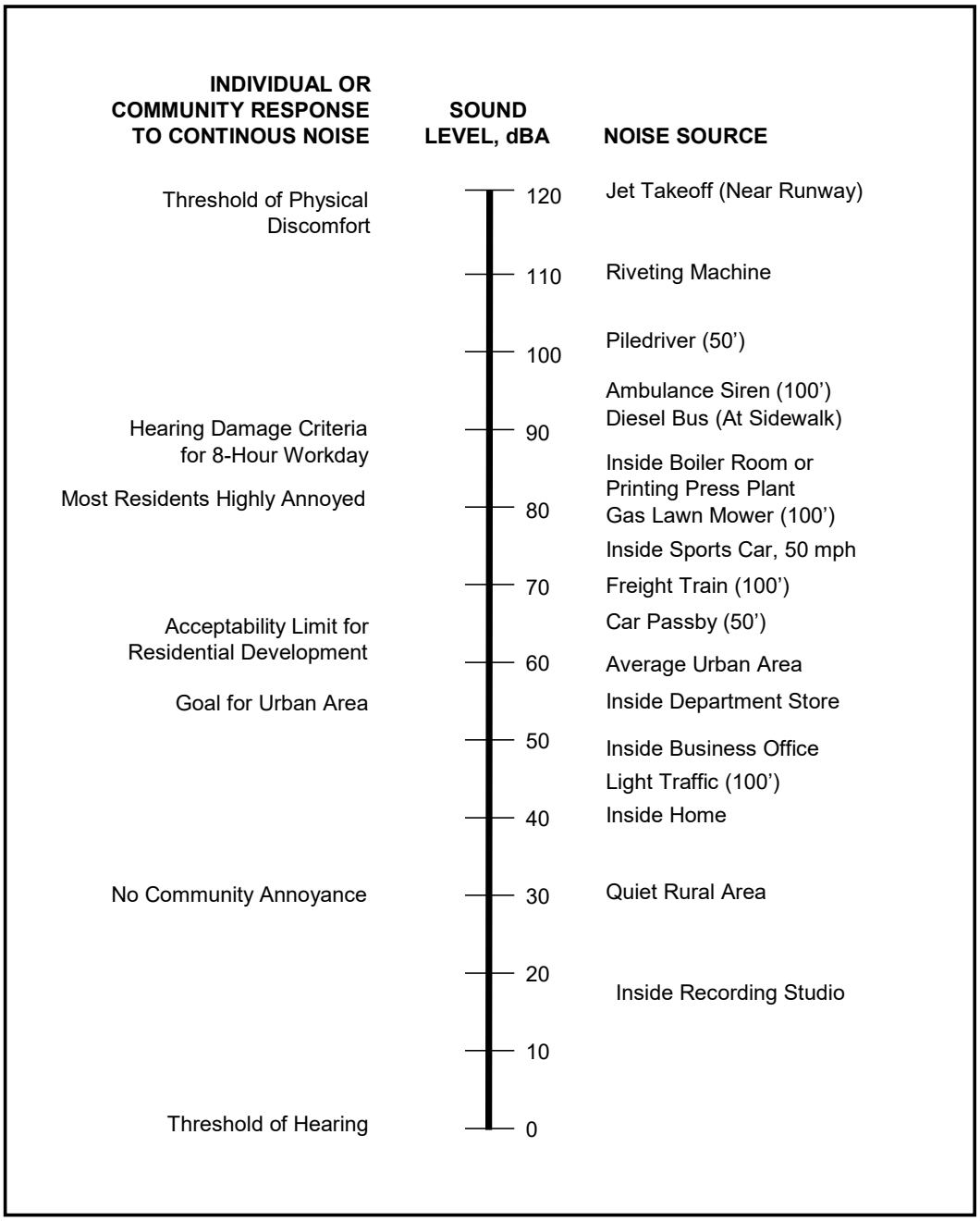


Figure 2 - Typical Sound Levels and their Effect on People

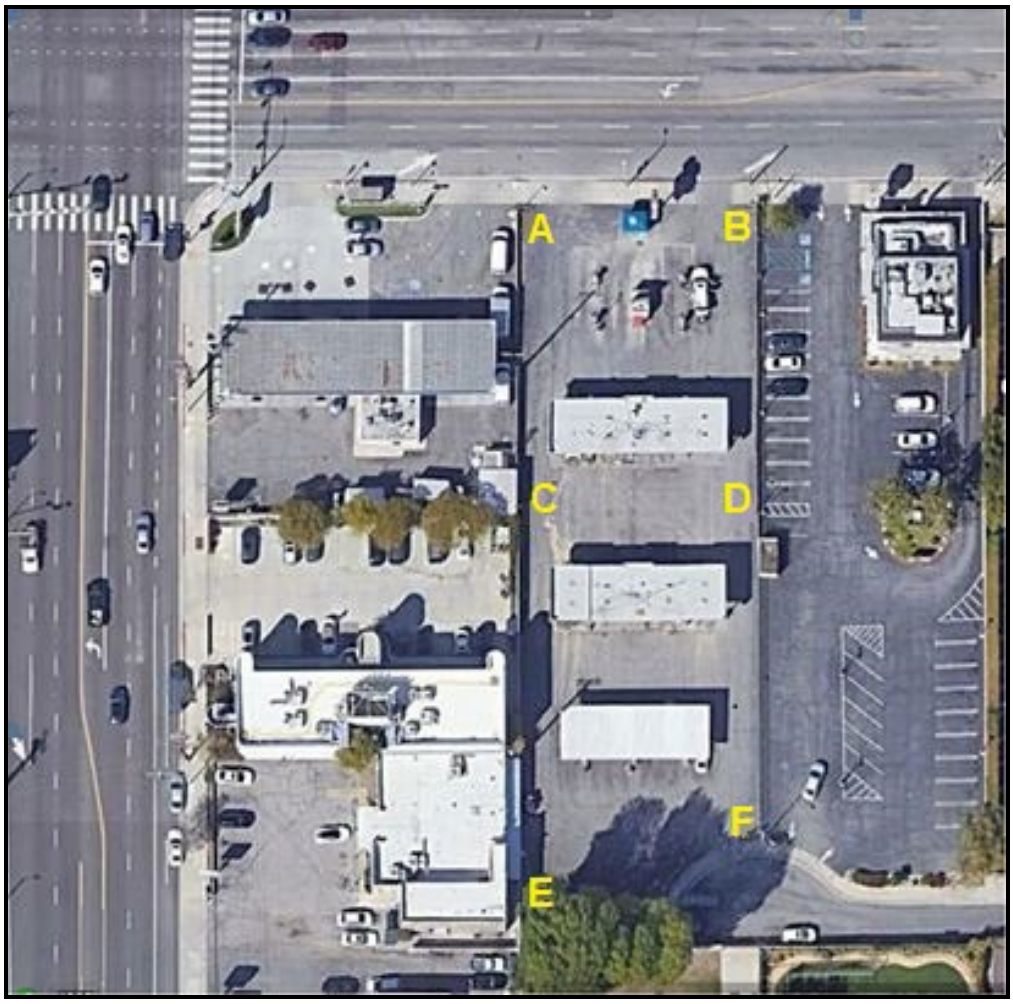


Figure 3. Aerial View of Proposed Project Site with Sound Level Meters

5. Ambient and Existing Self-Service Car Wash Noise Measurements and Results

The proposed Express Car Wash site noise monitoring was over the 3-hour test period from 4:00 p.m. to 7:00 p.m. on March 29, 2022. The proposed car wash site energy average (Leq) and maximum A-weighted daytime ambient noise measurement results between 4:00 p.m. to 7 p.m. are given on Table 1.

6. Project Noise Modeling Results

The project noise model is based on the proposed car wash design for the selected location. The planned hours of operation of the proposed car wash are 7 a.m. to 8 p.m., seven (7) days a week. Figure 4 shows the proposed car wash design layout. The project layout shows that the maximum number of patron vehicles queued up to pay for a car wash at a time could be eighteen (18), with five (5) slow moving vehicles on site. In addition, there are twenty (25) vacuum nozzles for thirteen 13 vehicles along the east property line with a fabric canopy shade. Lastly, is an enclosed shed containing the central vacuum equipment and the main equipment room with an air compressor and tanks. The car wash tunnel is concrete block walls, an open joist ceiling and will have Aerodry dual 15 hp motor driven vane-axial fan

blower/dryers inside each of 4 (columns} near the tunnel exit for a total of eight (8) 15 hp blower motors totaling 120 hp overall.

Table 1. Project Site 15-minute *Leq & Max Exterior Ambient Noise Monitoring Results**

Sound Meter Site >	A		B		C		D		E		F	
16:00 – 16:15	*68.4*	**84.9**	*69.7*	**79.2**	*64.9*	**77.1**	*68.1*	**77.2**	*~~56.7~~*	**66.7**	*60.5*	**72.1**
16:15 – 16:30	*69.3*	**84.8**	*71.2*	**85.5**	*65.2*	**77.1**	*67.9*	**75.7**	*58.1*	**68.4**	*65.3*	**81.6**
16:30 – 16:45	*67.7*	**84.9**	*68.6*	**77.9**	*62.4*	**74.5**	*60.7*	**71.1**	*62.5*	**72.2**	*69.7*	**88.3**
16:45 – 17:00	*66.6*	**76.0**	*67.9*	**78.4**	*63.6*	**73.7**	*65.9*	**79.3**	*59.8*	**65.8**	*65.5*	**82.5**
17:00 – 17:15	*67.5*	**82.4**	*69.5*	**82.5**	*64.5*	**80.3**	*64.6*	**84.1**	*57.9*	**68.8**	*63.7*	**76.2**
17:15 – 17:30	*71.8*	**91.9**	*73.6*	**94.8**	*66.6*	**88.5**	*69.3*	**85.6**	*60.2*	**76.4**	*67.3*	**84.9**
17:30 – 17:45	*72.5*	**97.7**	*73.5*	**94.9**	*66.2*	**77.6**	*69.0*	**79.8**	*61.7*	**80.6**	*67.5*	**82.3**
17:45 – 18:00	*68.1*	**81.7**	*70.1*	**82.5**	*71.4*	**80.2**	*67.4*	**78.4**	*60.7*	**70.6**	*66.6*	**76.8**
18:00 – 18:15	*70.8*	**88.5**	*70.5*	**87.4**	*69.0*	**76.4**	*64.4*	**87.8**	*64.2*	**72.1**	*68.3*	**79.8**
18:15 – 18:30	*67.9*	**78.4**	*68.0*	**77.7**	*67.8*	**76.4**	*61.8*	**72.2**	*61.1*	**68.3**	*64.4*	**75.7**
18:30 – 18:45	*68.0*	**84.8**	*67.6*	**83.9**	*69.2*	**83.0**	*65.7*	**80.7**	*59.0*	**72.6**	*61.4*	**77.0**
18:45 – 19:00	*72.1*	**95.4**	*70.0*	**91.1**	*64.9*	**77.1**	*68.1*	**77.2**	*63.9*	**73.7**	*66.1*	**79.8**

* The cells with gray backgrounds are the ambient-based project operations noise limits (except Site E, which is 60.0 dBA per Table II).

Since the measured property line ambient noise exceeds the noise code limits (except at Site E), the measured ambient becomes the applicable noise limits for the northerly, easterly, southerly and westerly residential and business properties, due to the operating noise of the planned car wash operations.

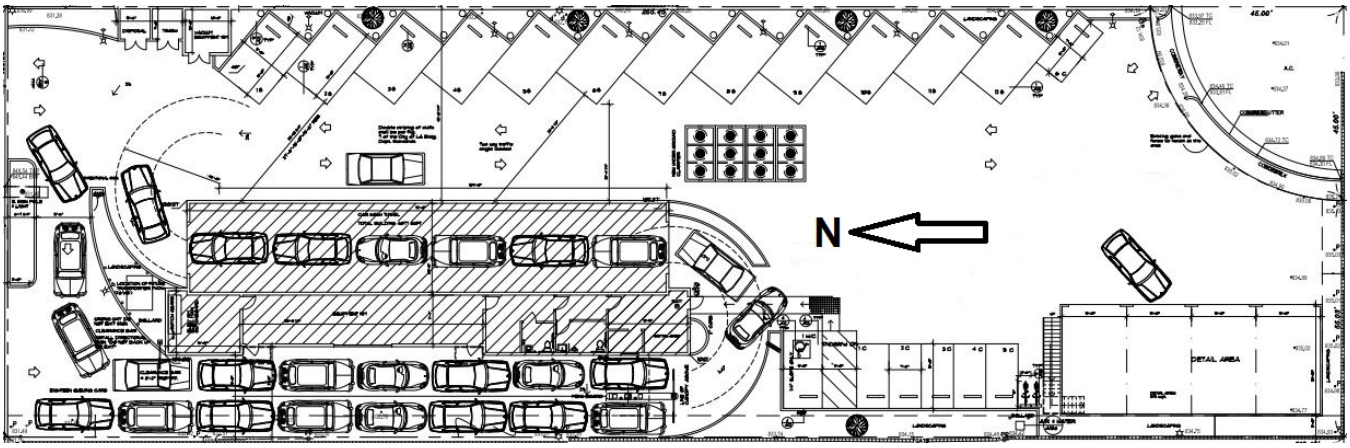


Figure 4. Project Design Layout

Computer modeling of the car wash equipment noise, transmitted through the car wash tunnel exit opening, entrance opening, the tunnel walls and tunnel roof, was conducted using the SoundPLAN™, Version 8.2, community noise modeling software. The noise model assumed a worst-case scenario of 18 queued idling vehicles and 5 low speed vehicle movements on-site entering and exiting the tunnel

and project site and also assumed 13 vehicles being vacuumed at once, with a replacement fabric canopy abating reflected vacuuming noise. The abated noise model results for receptor locations around the project site are given in Table 2. Figure 5 shows the predicted abated car wash project noise contours.

Table 2. Abated Worst-Case Project Site Operational Noise Levels

Victory/Fallbrook Express Car Wash - RSPS0003.res: Fallbrook Car Wash...

Run info | Single receiver | Details + graphics | Sources

RNo	Receiver	Usage	Fl	Lim d dB(A)	Ld dB(A)	Ld,diff dB
1	22715 Victory Blvd	SCR	G		38.3	---
2	22727 Sylvan St.	GR	G		47.4	---
2	22727 Sylvan St.	GR	F2		47.8	---
3	22745 Sylvan St.	MIX	G		40.5	---
4	SLM A	COM	G	66.6	46.7	---
5	SLM B	COM	G	67.6	51.2	---
6	SLM C	COM	G	62.4	39.1	---
7	SLM D	COM	G	60.7	60.5	---
8	SLM E	COM	G	60.0	50.4	---
9	SLM F	COM	G	60.5	57.7	---

Single receiver | Limit excess for time slice

7. Conclusions

Except for Site E, the current project site ambient noise already exceeds the city code car wash noise limits on the project/residential or business property lines (see Table 1), mainly due to roadway traffic and the nearby fire station. The existing west property line variable height masonry walls provide a noise barrier that will also abate the proposed project operational noise propagating to the west. Therefore, after replacing the vacuum canopy with a fabric shade screen, the planned new express car wash will comply with the city car wash noise code in all directions.

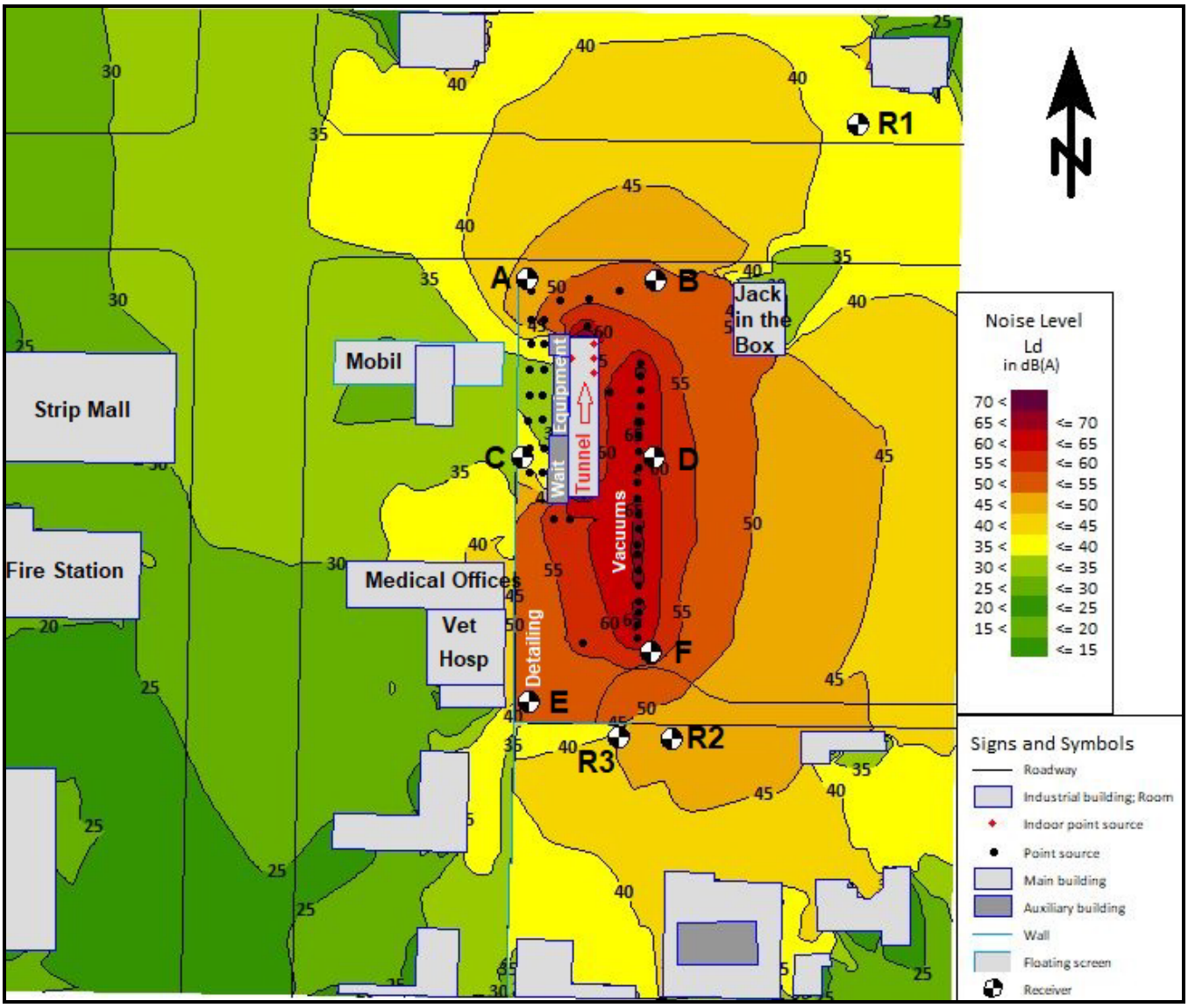


Figure 5. Project Vicinity Abated Noise Level Contours

A P P E N D I X A

SEC 13.18.F2(I)(1) Noise (applies to project types: NEW, MAJOR IMPROVEMENT, ADDITION, CHANGE OF USE).

(1) *A noise generating use or activity shall not exceed the presumed ambient noise level specified by zone in Table II of Section 111.03 of the LAMC.*

(i) *n applicant shall submit to the Department of City Planning an acoustic evaluation report issued by a licensed noise consulting professional which identifies compliance options for noise mitigation. An applicant shall comply with the stated performance-based mitigation measures.*

(ii) *Baseline and other ambient noise levels shall be measured at the property line. If the ambient sound levels at the site exceed the allowable ambient levels in Table II, the existing site's ambient level becomes the new allowable baseline and no increase in that level shall be allowed.*

(2) *An applicant whose project include a noise generating use or activity shall submit an acoustic evaluation report prepared by a licensed consulting professional which includes current and projected noise levels at the site. The report shall include compliance options for noise mitigation measures. An applicant shall comply with all mitigated measures. Noise levels shall be measured per Section 13.18 F.2.(l)(1)(ii) of this Code.*

SEC. 41.40 NOISE DUE TO CONSTRUCTION, EXCAVATION WORK-WHEN PROHIBITED

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

…

(c) *No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specified. The provisions of this subsection shall not apply to persons engaged in the emergency repair of:*

1. *Any building or structure.*
2. *Earth supporting or endangering any building or structure.*
3. *Any public utility.*
4. *Any public way or adjacent earth.*

SEC.112.04. POWER EQUIPMENT INTENDED FOR REPETITIVE USE IN RESIDENTIAL AREAS AND OTHER MACHINERY, EQUIPMENT, AND DEVICES.

(a) Between the hours of 10:00 p.m. and. 7:00 a.m. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence.

(b) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

SEC. 111.03. MINIMUM AMBIENT NOISE LEVEL

Where the ambient noise level is less than the presumed ambient noise level designated in this section, the presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for purposes of this chapter.

TABLE II
SOUND LEVEL "A" DECIBELS

(In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. andnighttime levels from 10:00 p.m. to 7:00 a.m.)

	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
ZONE	***DAY***	***NIGHT***
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and RS	*60*	*40*

P, PB, CR, Cl, Cl.5, C2, C4, CS, and CM	*60*	*55*
M1, MR1, and MR2	*60*	*55*
M2 and M3	*65*	*65*

At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS.

Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dB(A) for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;

The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Appendix E:
Tree Inventory Letter

McKinley & Associates (818) 240-1358

Certification Letter

March 29, 2022

Pinner Investments
5951 Variel Avenue
Woodland Hills, CA 91367

Dear Pinner Investments:

Recently I was contacted by Moti Balyan who requested an Arborist Certification Letter on your behalf concerning the trees located on the property located at 22736 Victory Blvd. This letter is in reference to the City of Los Angeles Native Tree Ordinance No. 186873 as required by Public Works, Urban Forestry.

Background/Observations:

On Friday, March 25, 2022 at approximately 10:00 a.m. I arrived at the property located at 22736 Victory Blvd., Woodland Hills, California. I was provided with a topographic survey of the subject property. The subject property is an existing car wash. A new car wash is planned to be built on the site. The following trees were observed on the neighbor's property:

Tree Inspection Data:

Tree #1 *Fraxinus velutina* or Arizona Ash; 20" D.B.H.;40'Sp.;75'Ht.; Rating: C+
Tree #2 *Fraxinus velutina* or Arizona Ash; 20" D.B.H.;40'Sp.;75'Ht.; Rating: C+
Tree #3 *Fraxinus velutina* or Arizona Ash; 20" D.B.H.;40'Sp.;75'Ht.; Rating: C+
Tree #4 *Fraxinus velutina* or Arizona Ash; 20" D.B.H.;40'Sp.;75'Ht.; Rating: C+

Recommendation

The only trees I observed were located on the neighbor's property, near the southwest corner of the subject property. I would recommend that any excavation work under the canopy of the trees be done by hand and minimize the cutting of roots where possible. Roots which are torn or damaged should be pruned with clean, sharp pruning tools and kept covered with wet burlap until backfill can occur. If roots are encountered I would recommend that you contact a Certified Arborist to oversee tree root care.

Certification

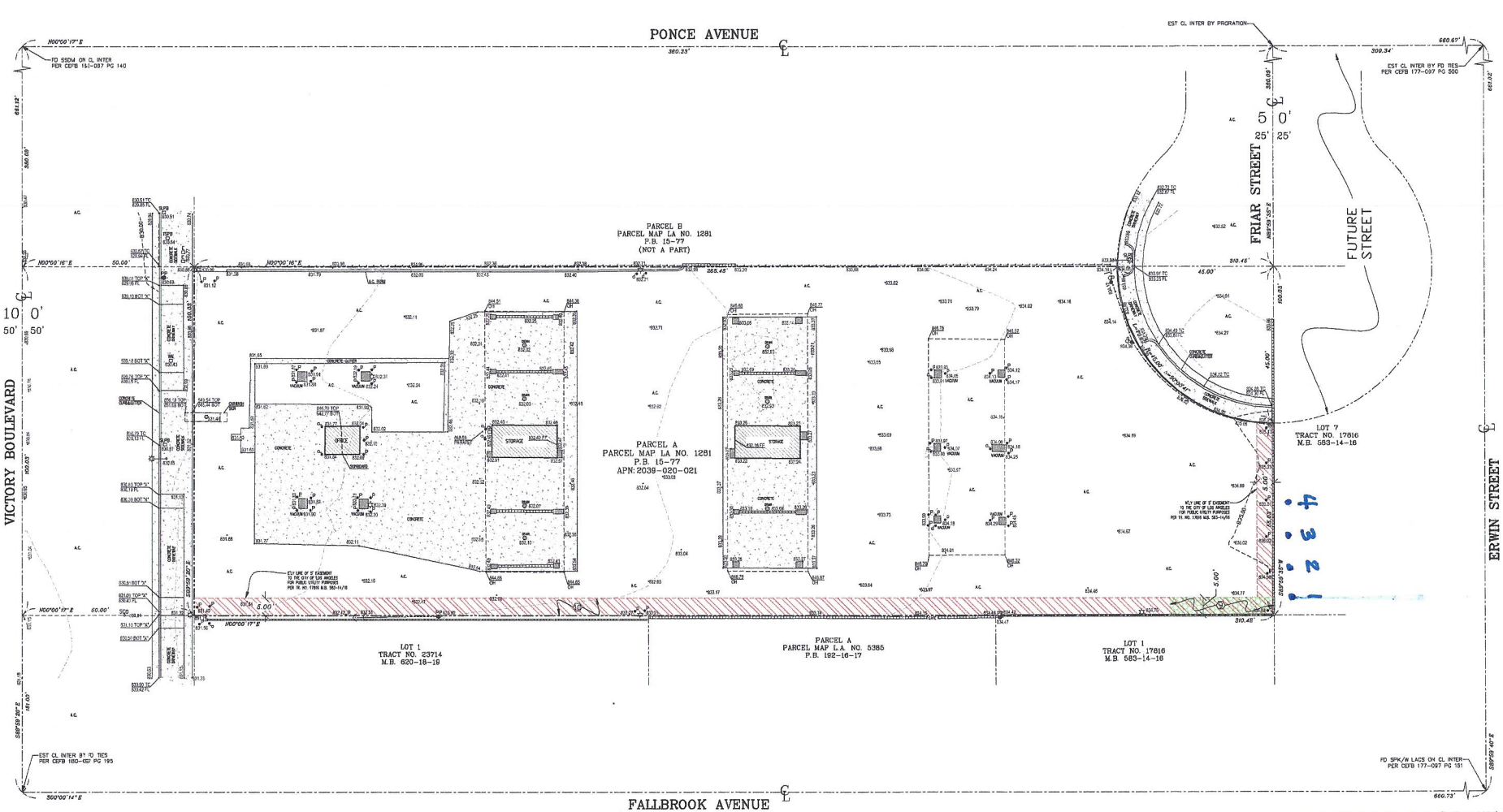
As an I.S.A Certified Arborist and ASCA Consulting Arborist I further certify that there are no native, protected species of Oak, California Bay, California Sycamore, Southern California Black Walnut, Elderberry or Toyon growing on or near the subject property. No native, protected Oak, Bay, Sycamore, Southern California Black Walnut, Elderberry or Toyon will be impacted on the subject property or neighboring, adjoining properties by any future development of this property.

Thank you for the opportunity to serve you. If you have questions, please feel free to contact me on my business cell phone at (818) 426-2432 or you may call my office (818) 240-1358.

Yours truly,

William R. McKinley

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture



VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION:

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

PARCEL A OF PARCEL MAP NO. 1281 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGE 77 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2039-020-021

REFERENCE DOCUMENT:

FOR TITLE REPORT DONE BY: FIRST AMERICAN TITLE COMPANY

ORDER NO. NCS-902068-SA1

DATED SEPTEMBER 3, 2019

LAND AREA:

CONTAINING AN AREA OF 29,404.4 SQ. FT., OR 0.6750 ACRES, MORE OR LESS.

BENCHMARK:

BM ID: DH0029 (BRASS DISC)
FOUND MAG SPK IN E CURB FALLBROOK AVE, 0FT N OF EC CURB REF N OF VICTORY BLVD
ELEV. = 820.848 FT.

BASIS OF BEARINGS:

THE BEARING NORTH 89°59'30" WEST, ON THE CENTERLINE OF VICTORY BOULEVARD AS SHOWN ON TRACT NO. 17816, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN M.B. 583, PAGES 14 TO 16, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SURVEYOR'S NOTE:

1. THIS MAP IS NOT A BOUNDARY SURVEY. NO PROPERTY CORNERS HAVE BEEN SET AS PART OF THIS WORK.

2. SURVEY MONUMENTS FOUND IN THE COURSE OF THIS MAPPING HAVE BEEN TIES BY OTHERS, AND USED ONLY AS REFERENCE FOR PURPOSES OF TOPOGRAPHIC MAPPING, WITHOUT THE VERIFICATION OF ITS AGREEMENT WITH APPLICABLE LEGAL DESCRIPTIONS AND SUBDIVITY OF DEEDS.

3. RELATION OF TOPOGRAPHIC FEATURES (FENCES, WALLS, TREES, POWER POLES, ETC.) TO PROPERTY LINES SHOWN ON THIS PLAT IS SUBJECT TO THE REQUIREMENTS OF ANY BOUNDARY SURVEY THAT IS TO BE DONE ON THE PROPERTY.

SYMBOLS:

- COLUMN
- DRAIN
- ELECTRIC MANHOLE
- GAS METER
- GATE POST
- LIGHT STANDARD/ PED. CROSSING LIGHT
- POST
- POWER POLE
- POWER POLE ANCHOR
- SEWER MANHOLE
- SIGN POST
- STREET LIGHT
- STREET LIGHT BOX
- TRAFFIC LIGHT CONTROL BOX
- WATER METER

LEGEND:

A.C.	–	ASPHALT CONCRETE
BM	–	BENCHMARK
B/W	–	BACK OF WALK
CETB	–	CITY ENGINEER'S FIELD BOOK
C/L	–	CENTERLINE
EST	–	ESTIMATED
F.H.	–	FIRE HYDRANT
FD	–	FOUND
FF	–	FINISH FLOOR ELEV.
FL	–	FLOWLINE ELEV.
INTER	–	INTERSECTION
M.B.	–	MAP BOOK
OH	–	OVERHANG
P.C.	–	PROPERTY CORNER
P	–	POST
P.I.	–	POINT OF INTERSECTION
P.O.B.	–	POINT OF BEGINNING
RCE	–	REGISTERED CIVIL ENGINEER
S.S.D.M.	–	STANDARD SURVEY DISC MONUMENT
SMH	–	SEWER MANHOLE
SPK/W	–	SPIKE & WASHER
T.F.	–	TOP OF CURB ELEV.
TC	–	TRACT CORNER
TW	–	TOP OF WALL ELEV.
W.I.F.	–	WROUGHT IRON FENCE

- PROPERTY LINE
- CENTERLINE
- RETAINING WALL
- BUILDING LINE
- FENCE LINE
- BLOCK WALL

SCHEDULE B / EASEMENT(S):

(2) 3. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 11, 1930 AS BOOK 3404, PAGE 48 OF OFFICIAL RECORDS.
IN FAVOR OF: PACIFIC TELEPHONE AND TELEGRAPH COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED HEREIN
PLOTTED HEREON

(10) 10. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF TRACT NO. 17816 RECORDED OCTOBER 31, 1955 ON FILE IN BOOK 583, PAGE 14-16, OF TRACT MAPS.
AFFECTS: PUBLIC UTILITIES AND FUTURE STREET AND INCIDENTAL PURPOSES.
PLOTTED HEREON

GRAPHIC SCALE
10 0 10 20 40
(IN FEET)
1 inch = 10 ft

M&G CIVIL ENGINEERING AND LAND SURVEYING

TITLE:	TOPOGRAPHIC SURVEY
	22736 VICTORY BLVD, LOS ANGELES, CA 91367
CLIENT:	Mr. Motti Belyon
JOB NO.	19-1550
SCALE:	1" = 10'
DESIGNED BY:	P.G. / W.G.
DRAWN BY:	S.J.
CHECKED BY:	C.D.
DATE:	10/03/19
REVISION (S):	
SHEET	1 OF 1 SHEET

CIVIL ENGINEERING SURVEY ENGINEERING & LAND SURVEYING
347 S. ROBERTSON BLVD.
BEVERLY HILLS, CALIFORNIA 90211
TEL. (310) 858-0871 FAX (310) 859-0845
info@mgvindsor.com www.mgvindsor.com

S:\DRAWINGS\19_1550.DWG 00

Appendix F:
AB 52 Tribal Consultation Documents

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

November 8, 2022

Fernandeño Tataviam Band of Mission Indians
Rudy Ortega, Tribal President
1019 Second Street, Ste. 1
San Fernando, CA 91340

Fernandeño Tataviam Band of Mission Indians
Jairo Avila, Tribal Historic and Cultural Preservation Officer
1019 Second Street, Ste. 1
San Fernando, CA 91340

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

Gabrielino Tongva Indians of California Tribal Council Robert F. Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

Gabrielino-Tongva Tribe
Attn: Charles Alvarez
23454 Vanowen Street
West Hills, CA 91307

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA 91322

Soboba Band of Luiseño Indians
Isaiah Vivanco, Chairperson
P.O. Box 487
San Jacinto, CA 92581

Torres Martinez Desert Cahuilla Indians
Thomas Tortez, Chairperson
PO Box 1160
Thermal, CA 92274

RE: 22736 West Victory Boulevard

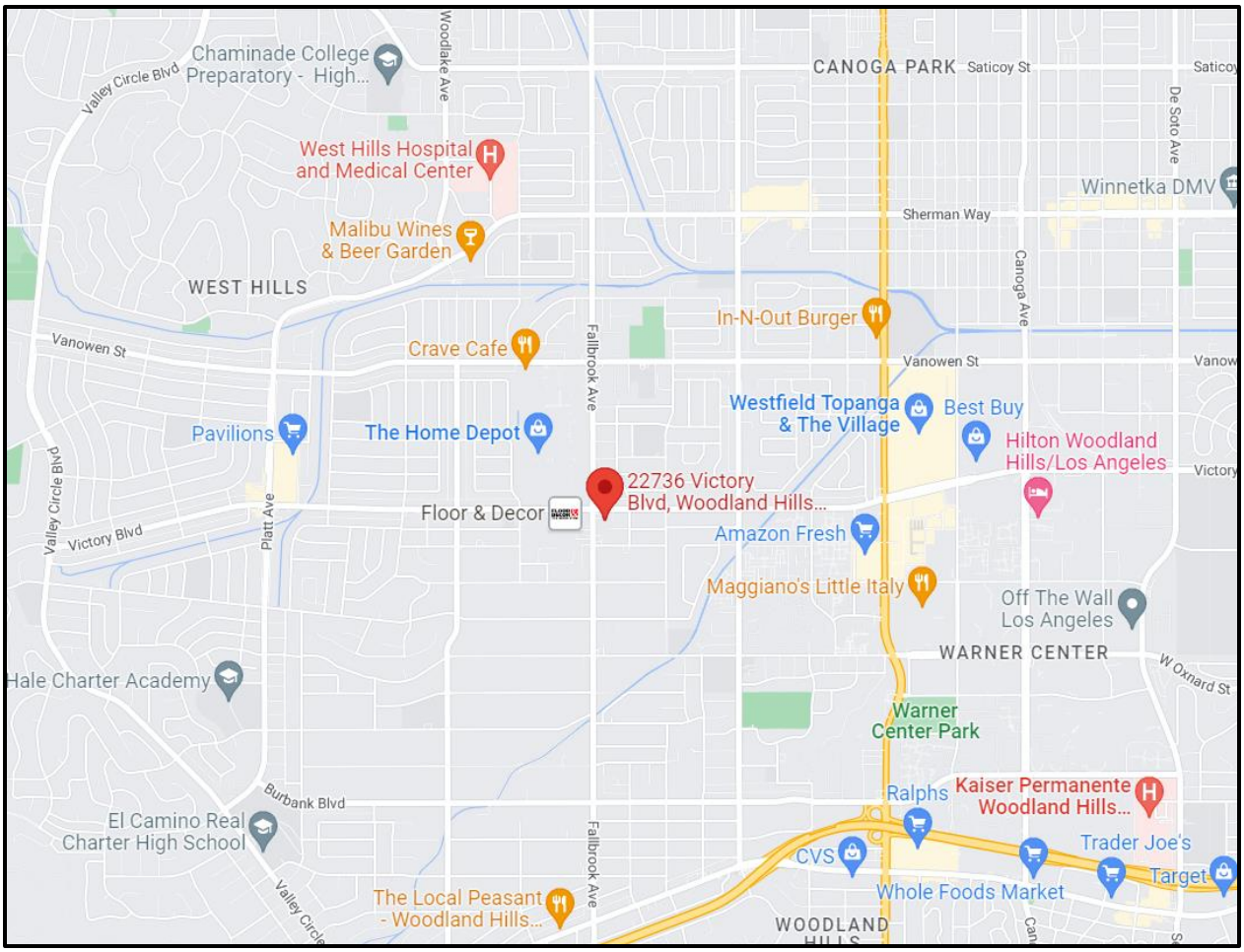
Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan
CASE NO.: APCSV-2022-6080-ZC-CU-WDI, ENV-2022-6081-EAF

Dear Tribal Representative:

In conformance with the tribal consultation requirements of Assembly Bill (AB) 52, this letter is to inform you that the Los Angeles Department of City Planning is reviewing the proposed project described below. Per AB 52, the tribe has the right to consult on a proposed public or private project prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. The project description is as follows:

The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. Proposed hours of operation are from 7:00 a.m. to 7:00 p.m., daily. The project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

The project site is a level, rectangular-shaped lot encompassing approximately 31,047 square feet (approximately 0.7 acres) of lot area. The following is a map showing the general location of the proposed project:



Source: Google Maps

You have 30 calendar days from receipt of this letter to notify us in writing that you want to consult on this project. Please provide the lead contact person's contact information. Please mail/email your request to:

Trevor Martin
Los Angeles Department of City Planning
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

213-978-1341
Trevor.Martin@lacity.org

Sincerely,

Trevor Martin

Trevor Martin
City Planning Associate

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The Gabrielino Tribal Council - San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

November 15,2022

Project Name: 22736 West Victory Boulevard, Canoga Park- Winnetka- Woodland Hills Community Plan

Dear Trevor Martin,

Thank you for your letter dated November 8,2022 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.

Please contact us at your earliest convenience. ***Please Note:AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).***

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

PO Box 393 Covina, CA 91723 admin@gabrielenoindians.org

GABRIELENO BAND OF MISSION INDIANS – KIZH NATION - PROPOSED TCR MITIGATION MEASURES

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
D. In the case where discovered human remains cannot be fully documented and recovered on the

same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

PLEASE NOTE THE FOLLOWING:

Any/all revisions to the Kizh's proposed TCR mitigations set forth above must be requested in writing, and not more than ten (10) calendar days from the date that we consulted on the subject Project. Requested revisions shall be delivered to the Kizh via email at admin@gabrielenoindians.org, and in a Word document, redline format. Please include as the email subject: "REQUEST FOR MITIGATION REVISIONS," and identify the project name and location/address. If revisions are not requested within 10 calendar days of consultation, the Kizh's proposed mitigations are presumed accepted as proposed (i.e., as set forth above).

Thank you for your anticipated cooperation.

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Dear Trevor Martin,

We spoke to our tribal counsel and Mr. Salas and with all due respect we disagree with the language proposed for the mitigations do not protect our Tribal Cultural resources. Please note that Tribal cultural resources are their own element and must be separate than archeological, Paleo, and Bio to fulfill CEQA's requirements under AB52. Tribes are their own experts regarding their Tribal cultural resources within their geographic and ancestral lands. Also understand that each tribe who consults on each project they claim their geographic and ancestral area must provide their own mitigation measures to protect their Tribal cultural resources they claim. Please see the attached mitigations below that pertain to our tribe only. If you have any questions, feel free to contact me.

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation

PO Box 393 Covina, CA 91723 www.gabrielenoindians@yahoo.com gabrielenoindians@yahoo.com

Trevor Martin <trevor.martin@lacity.org>

Request for Mitigation Revisions 22736 West Victory Boulevard

11 messages

Trevor Martin <trevor.martin@lacity.org> Wed, Jan 11, 2023 at 11:08 AM
Bcc: Gabrieleno Administration <admin@gabrielenoindians.org>, THCP <thcp@tataviam-nsn.us>, Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us>, Esther Ahn <esther.ahn@lacity.org>

Good morning,

After reviewing and analyzing the information and proposed Tribal Cultural Resource Mitigation Measures provided by both the Gabrieleño Band of Mission Indians – Kizh Nation and Fernandeño Tataviam Band of Mission Indians, the City has determined that the Project may have a significant impact on potential subsurface Tribal Cultural Resources. Therefore, the City proposes to incorporate the attached mitigation measures as part of the Mitigated Negative Declaration Report for the Fallbrook Automatic Car Wash Project located at 22736 West Victory Boulevard. The attached mitigation measures are modified versions of the City's standard mitigation measures that have incorporated several of the provisions and requirements from the mitigation measures that have been requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. The City believes that the implementation of these mitigation measures for this project will reduce any potential impacts to the Tribal Cultural Resources to less than significant levels.

Please let me know if you have any questions or concerns.

Best,

Trevor

LOS ANGELES CITY PLANNING

Trevor Martin
Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1341 | Planning4LA.org
E-NEWS

ENV-2022-6081-MND TCR Mitigation Measures.docx
16K

Gabrieleno Administration <admin@gabrielenoindians.org> Wed, Jan 11, 2023 at 3:38 PM
To: Trevor Martin <trevor.martin@lacity.org>
Cc: Administration Gabrieleno Indians <admin@gabrielenoindians.org>, ICRM <indigenous.crm@gmail.com>, Kara Grant <kara@grant-law.net>, "Matt Teutimez.Kizh Gabrieleno" <matt.teutimez@gmail.com>

Hello Mr. Martin,

Thank you for your email response. So just to be clear, there will be two monitors…one Gabrieleño and one Fernandeno correct . The reason we need to confirm is because each tribe is sovereign and has their own unique set of resources that you the lead agency has determined may be impacted as part of your project. Please note Both

tribes ARE NOT looking for the same resources. Each tribe is looking for resources related to them…not just general Native American resources related to any Native American. Therefore the mitigations apply to each tribal government monitoring the ground disturbance activities to reduce or eliminate impacts to their Tribe's resources (TCRs). Please advise

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--

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area ". "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

Trevor Martin <trevor.martin@lacity.org> Wed, Jan 11, 2023 at 3:49 PM
To: Esther Ahn <esther.ahn@lacity.org>

FYI.

Trevor Martin
Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1341 | Planning4LA.org
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Trevor Martin <trevor.martin@lacity.org> Wed, Jan 11, 2023 at 4:55 PM
To: Gabrieleno Administration <admin@gabrielenoindians.org>
Cc: Administration Gabrieleno Indians <admin@gabrielenoindians.org>, ICRM <indigenous.crm@gmail.com>, Kara Grant <kara@grant-law.net>, "Matt Teutimez.Kizh Gabrieleno" <matt.teutimez@gmail.com>

Good afternoon,

Understood. The language in TCR-1, **"Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians..."** implies there may be multiple Tribal Monitors, if needed, one for each Tribe. The Fernandeño Tataviam Band of Mission Indians did not request to have a Tribal Monitor on site, unless Tribal Cultural Resources are discovered. The proposed mitigation measure language was modified to address the requests of both Tribes. The TCR-1 Mitigation Measure DOES require that the applicant provide a qualified Tribal Monitor approved by the Gabrieleño Tribe. Please let me know if this clarifies the proposed TCR-1 Mitigation Measure and addresses your concerns.

Best,

Trevor

Trevor Martin
Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1341 | Planning4LA.org
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Gabrieleno Administration <admin@gabrielenoindians.org> Thu, Jan 12, 2023 at 10:46 PM
To: Trevor Martin <trevor.martin@lacity.org>

Hello Trevor

Thank you for your response and thank you for understanding. This will conclude the consultation.

Thank you
[Quoted text hidden]

Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us> Fri, Jan 13, 2023 at 11:20 AM
To: Trevor Martin <trevor.martin@lacity.org>

Hi Trevor,

I have no questions or concerns with the proposed Mitigation Measures. We look forward to working with you on this project.

Sarah Brunzell
Manager
Cultural Resources Management Division
Tribal Historic and Cultural Preservation Department

Fernandeño Tataviam Band of Mission Indians

1019 Second Street, Suite 1
San Fernando, California 91340
Office: (818) 837-0794
Cell: 310-913-4838
Website: http://www.tataviam-nsn.us

"AcknowledgeRent.org" is a tangible way for the residents of northern Los Angeles County to make meaningful land acknowledgements through contributions to the Fernandeño Tataviam Band of Mission Indians. Through AcknowledgeRent, people who reside or work on our homelands can help undo the harm caused by the theft of a land base that causes ongoing ramifications for this community. Visit the link to learn more!

From: Trevor Martin <trevor.martin@lacity.org>
Sent: Wednesday, January 11, 2023 11:08 AM
Subject: Request for Mitigation Revisions 22736 West Victory Boulevard

[CAUTION] EXTERNAL Email. Exercise caution.

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Trevor Martin <trevor.martin@lacity.org> Tue, Jan 17, 2023 at 8:58 AM
To: Gabrieleno Administration <admin@gabrielenoindians.org>

You're very welcome. Thank you for your feedback. I will submit a copy of the completed MND Report and Mitigation Monitoring Program once those documents are finalized.

Have a great day.

Best,

Trevor

Trevor Martin
Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1341 | Planning4LA.org
E-NEWS

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Trevor Martin <trevor.martin@lacity.org> Tue, Jan 17, 2023 at 9:05 AM
To: Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us>

Good morning Sarah,

Great. Thank you for your feedback and assistance throughout this process. Just to confirm, may we conclude the Tribal Consultation for this project?

Thank you,

Trevor

Trevor Martin
Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1341 | Planning4LA.org
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Gabrieleno Administration <admin@gabrielenoindians.org> Tue, Jan 17, 2023 at 11:21 AM
To: Trevor Martin <trevor.martin@lacity.org>

Thank you Trevor

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area ". "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

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Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us> Tue, Jan 17, 2023 at 1:14 PM
To: Trevor Martin <trevor.martin@lacity.org>

Good afternoon Trevor,

Sorry for the confusion. This communication concludes FTBMI's input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation. If you should have any questions with regard to this matter, please do not hesitate to contact me at your convenience.

I appreciate your time and look forward to further updates on this Project.

Sarah Brunzell
Manager
Cultural Resources Management Division
Tribal Historic and Cultural Preservation Department

Fernandeño Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, California 91340
Office: (818) 837-0794
Cell: 310-913-4838
Website: http://www.tataviam-nsn.us

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From: Trevor Martin <trevor.martin@lacity.org>
Sent: Tuesday, January 17, 2023 9:05 AM
To: Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us>
Subject: Re: Request for Mitigation Revisions 22736 West Victory Boulevard

[Quoted text hidden]

Trevor Martin <trevor.martin@lacity.org> Tue, Jan 17, 2023 at 2:56 PM
To: Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us>

Hi Sarah,

No worries. Thank you for confirming, and providing your assistance. I will submit a copy of the completed MND Report and Mitigation Monitoring Program once those documents are finalized.

Have a great week.

Best,

Trevor

LOS ANGELES CITY PLANNING

Trevor Martin
Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1341 | Planning4LA.org
E-NEWS

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Trevor Martin <trevor.martin@lacity.org>

AB 52 Consultation 222736 West Victory Boulevard

1 message

Sarah Brunzell <Sarah.Brunzell@tataviam-nsn.us> Fri, Nov 18, 2022 at 4:22 PM
To: "trevor.martin@lacity.org" <trevor.martin@lacity.org>
Cc: THCP <thcp@tataviam-nsn.us>

Dear Trevor Martin,

The Cultural Resource Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians (FTBMI) thank you for the opportunity to consult on the proposed project located at 222736 West Victory Boulevard in Woodland Hills.

Although the project is in a previously developed area, it's vulnerable to Tribal Cultural Resource exposure due to its close proximity (within one mile) to a large Tribal Cultural Resource site. This TCR site is not an isolated event, but one of previous habitation.

Due to the conditions stated above the CRM Division requests the following measures be included in the Project's Mitigated Negative Declaration / Conditions of Approval under Tribal Cultural Resources. Should the City have standard language that matches or address the FTBMIs request, our office would appreciate the opportunity to review the proposed language.

1. If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Fernandeño Tataviam Band of Mission Indians (FTBMI) shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.
    a. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project applicant shall retain a professional Native American monitor procured by the FTBMI to observe all remaining ground-disturbing activities including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.

Please confirm receipt of this email and feel free to contact me with any questions.

Sarah Brunzell
Manager
Cultural Resources Management Division
Tribal Historic and Cultural Preservation Department

Fernandeño Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, California 91340
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Fallbrook Automatic Car Wash Project

22736 West Victory Boulevard

Case Nos. APCSV-2022-6080-ZC-CU-WDI and ENV-2022-6081-MND

Proposed Tribal Cultural Resource Mitigation Measures

TCR-1

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

TCR-2

The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

Appendix G:
Mitigation Monitoring Program

MITIGATION AND MONITORING PROGRAM

1.1 INTRODUCTION

This Mitigation Monitoring Program ("MMP") has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts in the MND takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

1.2 ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency : the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

1.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

1.4 PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

1.5 MITIGATION MONITORING PROGRAM

A. Tribal Cultural Resources

Mitigation Measures

MM-TCR-1: Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

MM-TCR-2: The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.