

Addendum to the



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City of Santa Monica

# City Yards Master Plan Environmental Impact Report (State Clearinghouse No. 2017111053)

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**FEBRUARY 2022**

*Prepared for:*

**CITY OF SANTA MONICA PUBLIC WORKS**

Resource Recovery and Recycling Division

Santa Monica, California

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# Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AQMP	Air Quality Management Plan
BMP	best management practice
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
cfs	cubic feet per second
City	City of Santa Monica
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
EIR	Environmental Impact Report
GHG	greenhouse gas
I	Interstate
LST	localized significance threshold
MM	Mitigation Measure
MT	metric tons
NAAQS	National Ambient Air Quality Standards
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	oxides of nitrogen
O <sub>3</sub>	ozone
PM <sub>10</sub>	particulate matter with an aerodynamic diameter equal to or less than 10 microns
PM <sub>2.5</sub>	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PRIMP	Paleontological Resources Impact Mitigation Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCD	Southern California Disposal
SMBC	Santa Monica Building Code
SMMC	Santa Monica Municipal Code
SO <sub>x</sub>	sulfur oxides
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
UST	underground storage tank
VOC	volatile organic compound

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# 1 Introduction

This document is an Addendum to the City of Santa Monica City Yards Master Plan Environmental Impact Report (EIR) [SCH No. 2017111053], which was certified by the City of Santa Monica (City) on January 16, 2019. This Addendum has been prepared in accordance with the relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines as implemented by the City. According to Section 15164(a) of the State CEQA Guidelines, an addendum to a previously certified EIR is the appropriate environmental document in instances when project changes or additions are necessary, but there would be no new or substantially more severe significant environmental effects beyond those identified in the EIR.

This introduction will discuss (1) the requirements of CEQA, (2) the City Yards Master Plan EIR (SCH No. 2017111053), (3) the format and content of this Addendum, (4) the City's processing requirements to consider the project for approval, and (5) an explanation of the Environmental Checklist (Appendix G of the CEQA Guidelines).

## 1.1 Project Background

The City owns and operates the approximately 14.7-acre City Yards Site located at 2500 Michigan Avenue. Since the early 1900s, clay-mining operations took place in the central portion of the City and were in some cases used as landfills, including the City Yards Site. After clay quarries were depleted in approximately 1935, the area was used as a municipal incinerator and landfill by the City. A portion of the City Yards Site is located within the former landfill known as the City of Santa Monica Landfill No. 2. The landfill operated as a municipal solid waste and incinerator ash landfill from late 1947 until its closure in December 1970. The site was then developed with its existing industrial uses. Over the years, the settling and shifting of the fill material compromised the structural integrity of some of the buildings on the City Yards Site, including through pavement shift and buckling.

The City took ownership of the City Yards Site in the late 1940s. The City constructed a series of three buildings to house City Yards operations occupying the land between Michigan Avenue and the former Santa Monica rubbish disposal pit. These three buildings were designed to accommodate the needs and program requirements of the City at the time. These buildings included a small garage transfer station and gas station, an auto repair and maintenance shop with two vehicle lifts, and a broom repair and blacksmith's shop. These same three buildings from the 1940s house the majority of the operations in the City Yards Site today. Facilities shops, crew space, and administrative space were sized to accommodate the staffing levels at the time. This property has been used as the base for the majority of the City's field maintenance operations, storage facilities, and other industrial uses since then.

As program needs changed through the years, the City Yards Site was adapted as needed for various City functions, resulting in an inefficient use of space. Population growth, updates in technology, and differing service requirements have also resulted in a series of haphazard updates throughout the site. When additional shop, maintenance, or office space was needed, the existing warehouse and open equipment storage bays were converted and reconfigured to accommodate these needs. This reconfiguration of old buildings is the result of a decades-long process of "making do" with a facility that the City outgrew many years prior.

Today, the City Yards operates 7 days a week and currently houses more functions and employees than it was designed to accommodate. Functional needs and space requirements are no longer met by the facilities for any of

the operations housed at the City Yards. Deficiencies include a lack of maintenance shop space, inadequate number of vehicle hoists, undersized covered maintenance area for heavy-duty vehicles, a lack of sufficiently sized employee restroom/locker facilities, unsafe and inefficient on-site vehicle circulation, and a lack of sufficient parking for City employees and the public.

The City and the design team worked to build a concept design to reconstruct the City Yards, which is presented in the City Yards Master Plan. The City Yards Master Plan seeks to provide a more efficient flow of operations, improved infrastructure, and sustainable features. Additionally, the City proposes construction of other new facilities, storage canopy-covered surface parking, and a multilevel parking structure with up to five levels. The City Yards Master Plan would also include improved utilities infrastructure, circulation improvements, landscaping, lighting, and sustainability features. Construction activities for the City Yards Master Plan would occur over multiple phases to allow for continued use of the site during reconstruction.

An Environmental Impact Report (EIR) was prepared for the City Yards Master Plan project in accordance with Section 15087 of the State CEQA Guidelines. The City Yards Master Plan was certified on January 16, 2019. Construction of the City Yards Master Plan Project began in 2020 and is ongoing.

## 1.2 Project Overview

As analyzed in the City Yards Master Plan EIR, the City proposed to implement the City Yards Master Plan, which would entail demolition of existing buildings/facilities and reconstruction of the City Yards Site with new buildings/facilities, infrastructure upgrades, circulation improvements, and sustainable features to address existing deficiencies. The change to be assessed in this Addendum is a change in location of the City's tip and transfer facility, which would be relocated from its current location at City Yards south of the Fire Department Training area to the Hanson and Southern California Disposal (SCD) lots. This location for the processing and transfer center was not previously assessed in the EIR because it was assumed this location would not move. The relocation is necessary due to the expansion of the Fire Department Training area, although their facilities are not expanding beyond what was assessed in the City Yards Master Plan EIR. For the purposes of analysis, the proposed project is defined as the implementation of the City Yards Master Plan with the currently proposed changes as follows:

- Proposed relocation of the processing and transfer facility
- Proposed sound wall on the Hanson lot to extend from the existing eastern wall along the SCD lot
- Relocation of the fire lane that currently bisects the Hanson lot to a location north of the Hanson lot that connects to the fire access gate at the mobile home park

## 1.3 California Environmental Quality Act Compliance

CEQA, a statewide environmental law described in California Public Resources Code, Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.



The CEQA Guidelines allow for updating and using a previously certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new significant environmental impacts, an addendum to a previously certified EIR may be prepared, consistent with CEQA Guidelines Section 15164.

Specifically, Section 15164(a) states that:

The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

Section 15162 of the CEQA Guidelines requires a Subsequent EIR where an EIR has already been prepared under the following circumstances:

Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Substantial changes occur with respect to the circumstances in which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,
- c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The purpose of this Addendum is to address whether currently proposed changes to the original City Yards Master Plan could result in any new significant environmental impacts which were not identified in the City Yards Master Plan EIR or whether previously identified significant impacts would be substantially more severe such that a subsequent EIR would be required (pursuant to 15162 of the CEQA Guidelines). As indicated in the analysis provided herein, the proposed changes would not constitute a substantial change in the City Yards Master Plan Project that will involve “new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” The environmental impacts associated with the proposed modifications would be within the envelope of impacts analyzed in the City Yards Master Plan EIR and/or do not constitute a new or greater significant impact. On

the basis of substantial evidence in the light of the whole record, the City has determined that an Addendum is the appropriate form of CEQA documentation to address the proposed processing and transfer facility.

## 1.4 Format and Content of this Addendum

The following components comprise this Addendum:

- Introduction (Chapter 1) and Project Description (Chapter 2)
- The completed Environmental Checklist and its associated analysis (Chapter 3), which conclude that the project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the levels disclosed in the City Yards Master Plan EIR
- Other documentation that evaluates the project and/or project site, which are appended to this Addendum:
  - Appendix A, Air Quality Modeling Data
  - Appendix B, Noise Modeling Data
- The City Yards Master Plan EIR is incorporated by reference herein, pursuant to CEQA Guidelines Section 15150, and is available for review online:

### Online

City Yards Master Plan EIR

<https://www.smgov.net/Departments/PCD/Environmental-Reports/City-Yards-Project-EIR/>

## 1.5 Preparation and Processing of this Addendum

The City directed and supervised the preparation of this Addendum. Although prepared with assistance from the consulting firm Dudek, the content contained in, and conclusions drawn by, this Addendum reflect the sole independent judgment of the City.

This Addendum will be forwarded, along with the previously certified City Yards Master Plan EIR, to the City's decision-making body for review as part of its deliberations concerning the project. A public hearing will be held on April 26, 2022, to evaluate the project and the adequacy of this Addendum. Public comments will be heard at this hearing. At the conclusion of the public hearing, the decision-making body may provide a decision to approve, approve with modifications, or deny approval of the proposed project. If approved, the decision-making body will adopt findings relative to the project's environmental impacts.

## 1.6 Initial Study Checklist

The City prepared the proposed project's Environmental Checklist per CEQA Guidelines Section 15063(d)(3) and 15168(c)(4).<sup>1</sup> Appendix G of the CEQA Guidelines includes a suggested checklist to indicate whether the conditions set forth in Section 15162, which would require a Subsequent or Supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the City Yards Master Plan EIR. The checklist can be found in Chapter 3 of this document. Following the checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination made in the checklist.

The following four possible responses to each of the individual environmental issue areas are included in the checklist:

1. **New Significant Impact.** This response is used to indicate when the project has changed to such an extent that major revisions of the City Yards Master Plan EIR are required due to the presence of new significant environmental effects.
2. **More Severe Impacts.** This response is used to indicate when the circumstances under which the project is undertaken have changed to such an extent that major revisions of the City Yards Master Plan EIR are required because the severity of previously identified significant effects would substantially increase.
3. **New Ability to Substantially Reduce Significant Impact.** This response is used to show when there is new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the City Yards Master Plan EIR was certified; it indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the project.
4. **No Substantial Change from Previous Analysis.** This response is used to indicate that the project would not create a new impact or substantially increase the severity of the previously identified environmental impact disclosed in the City Yards Master Plan EIR.

The Environmental Checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project inclusive of the proposed changes in the context of environmental impacts addressed in the previously certified City Yards Master Plan EIR. As indicated in the Checklist, the proposed revisions to the City Yards Master Plan would not result in new or substantially severe significant environmental effects.

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<sup>1</sup> On December 28, 2018, the Natural Resources Agency adopted the final text for the 2019 CEQA Guidelines Update. Since this Addendum is evaluating whether the proposed project would result in more severe impacts or new significant impacts compared to the City Yards Master Plan EIR, the Appendix G checklist reflects the same checklist found in the Initial Study (Appendix A to the City Yards Master Plan EIR).

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## 2 Project Description

### 2.1 Project Location

#### City Yards Site

The approximately 14.7-acre City Yards Site is located at 2500 Michigan Avenue in the Pico neighborhood area of the City of Santa Monica (Figure 1, Regional Location, and Figure 2, Local Vicinity Map). The City Yards Site is generally located in the eastern portion of the City near the Bergamot Plan area. The City Yards Site is generally bounded by Michigan Avenue and 26th Street Arts Center (previously known as the Bergamot Arts Center) to the north, Stewart Street and Gandara Park (previously known as Stewart Park) to the east, Interstate (I) 10 to the south, a mobile home park to the southeast, and 24th Street to the west.

#### Proposed Changes

The former Santa Monica Recycling Center, which consisted of a public buy back center and a processing and transfer facility, was located on the southernmost portion of the City Yards Site along Delaware Avenue at 2411 Delaware Avenue. The public buy back center ceased operations in June 2019. The processing and transfer facility ceased operations in September 2021 (shown in red on Figure 3, Existing Conditions). The existing Fire Department Training Facility, located directly to the north on the City Yards Site, is expanding into the area of the processing and transfer center, although no new facilities beyond what was assessed in the City Yards EIR are being added.

The proposed processing and transfer facility would be relocated to the Hanson and SCD lots, which are located just east of Frank Street (shown in green on Figure 4, Proposed Site Plan). This location for the tip, load, and transfer was not included as part of the City Yards Master Plan EIR. Additionally, a sound wall would be constructed along the Hanson Lot to extend from the existing SCD wall.

Trucks would enter the SCD property and tip materials there. Curbside recycled material would be separated out first. Then other materials would be sorted into different bins that would be located on the Hanson lot (e.g., dirt, construction and demolition material, and concrete). Tip and transfer activities would mostly occur on the SCD property, but they may need to occur occasionally on the Hanson lot. Two different locations on the SCD and Hanson lots were modeled for tip and transfer activities from a noise perspective to determine if these activities would exceed the City's noise ordinance.

### 2.2 Environmental Setting

#### Existing Land Uses

Currently, the City Yards operates 7 days a week and is used as the center for the City's maintenance operations, storage facilities, Fire Department staff training, Water Department, and other industrial uses. These operations and services include the following:

- **Facilities Maintenance:** The Facilities Maintenance Division consists of Custodial Services and Facilities Services and is responsible for the overall building maintenance, repairs, renovations, and custodial

services for existing physical assets. The division is composed of electricians, plumbers, heating and ventilation technicians, painters, carpenters, and custodians.

- **Street and Fleet Services:** The Street and Fleet Services Division consists of Fleet Management, Parking and Meter Repairs, Street Maintenance, and Street Signs and Markings. Fleet Management is responsible for ensuring that City vehicles are available, dependable, cost effective, energy efficient, and safe to operate. The Parking Meter and Repair sector is responsible for installation, maintenance, and repair of parking meters. Street Maintenance is responsible for pavement maintenance for all public rights-of-way, City-owned parking lots, and state highways located within the City. Street Signs and Markings is responsible for the installation, maintenance, and repair of traffic signs, roadway striping, painted curb zones, and crosswalks. Within the City Yards Site, there are vehicle wash bays, a fuel island, covered storage for vehicles, and a storage building.
- **Traffic Operations:** The Traffic Operations Division is responsible for installation, maintenance, and repair of traffic control devices, including traffic signs, roadway striping, painted curb zones, and parking meters. This division responds to reports regarding traffic signs, malfunction of parking meters, and malfunction of traffic signals. In emergencies, the division provides personnel and materials to assist with traffic control, including road barricades and traffic signs.
- **Resource Recovery and Recycling:** The Resources Recovery and Recycling Division offers collection services to residential and commercial for waste, recyclable materials, and landfill trash. It also performs residential and arterial street sweeping. The SCD Transfer Station is located across Frank Street (1908 Frank Street); here, the public can drop off construction debris, trash, dirt, concrete, and green scraps. The SCD Transfer Station is permitted for 1,056 tons per day.
- **Water Resources:** The Water Resources Division is responsible for providing the community with services related to water supply, production, treatment collection, and wastewater and stormwater collection. This division is responsible for answering questions with regard to water utility services, responding to billing questions related to these services, and implementing activities to manage sanitary sewer collections.
- **Fire Department:** The City Yards is home to the Fire Department Training Facility, including three buildings used for training and one building used as an instructional area.
- **Other Community Services:** The City Yards also hosts the Trades Intern Program, for ages 18 and up, and Rosie’s Girls, for girls in grades 5-8. Community and Cultural Services offers a 3-week intensive summer camp, where girls learn applied skills in carpentry, welding, firefighting, and other trades at Rosie’s Girls. The Maintenance Management Division operates the Trades Intern Program for local youth, offering on-the-job training in carpentry, plumbing, electrical work, painting, and fleet repair.

Demolition and construction of a number of buildings at the City Yards Site, as approved under the City Yards Master Plan EIR, is currently underway.

### Surrounding Land Uses

The City Yards Site is located in the Pico neighborhood area of the City near the Bergamot Plan area. Land uses surrounding the City Yards Site consist of a mix of light industrial, industrial, art studios, creative office, commercial, recreational, and residential uses.

- **North:** Directly across Michigan Avenue to the north of the project site is the 26th Street Art Center (formerly Bergamot Station Arts Center)—a 5-acre complex with a number of art galleries, architects/design firms, creative offices, a small café, and surface parking. Additionally, the 26th Street Bergamot Station for the

Expo Light Rail Line is located within a 5-minute walk, to the north along Olympic Boulevard (on the north side of the surface parking for the 26th Street Art Center). Creative office buildings, an auto body shop, and the Ocean Park Community Center Safe Haven shelter are located to the northwest at the western end of Michigan Avenue.

Additionally, Ishihara Park and the Metropolitan Transportation Authority Expo Rail Operations and Maintenance Facility are located northeast of the City Yards Site across Stewart Street. Farther north across Olympic Boulevard are the Water Garden Office complex and the Pen Factory building with office/creative office uses.

- **East:** Low-density housing, single-family housing, and parks and open space are located to the east of the City Yards Site. Gandara Park and a mobile home park are immediately east of the project site. Other residential uses, including one- and two-story single-family houses, are located across Stewart Street farther to the east.
- **South:** Immediately south of the project site is the SCD Transfer Station, where the collection, sorting, and transfer of refuse occurs. Additionally, a pest control shop is located to the south. I-10, which runs east-west, is located south of these uses. Beyond I-10 farther to the south are medium-density two- and three-story apartment buildings and Edison Language Academy, in the Pico neighborhood.
- **West:** Directly west of the City Yards Site is a two-story office building and a gas station along 24th Street. Farther to the west across Cloverfield Boulevard are two gas stations and a building supply company. Extending west until 17th Street are a variety of uses that include a private school; University of California, Los Angeles, laboratory building (Michigan Operations Center); a food bank; a synagogue; and other non-industrial uses, amidst the older industrial uses and Southern California Edison electrical substation.

## 2.3 Proposed Changes to the City Yards Master Plan

For the purposes of analysis, the proposed project is defined as the implementation of the City Yards Master Plan with the proposed changes, which include the relocation of the processing and transfer facility, construction of a new sound wall, and relocation of the fire access to the mobile home park.

### 2.3.1 Proposed Relocation of the Processing and Transfer Facility

The City's processing and transfer facility, which was located in the southern portion of the City Yards Site, would be relocated to the Hanson and SCD lots. The Hanson lot is owned by the City and the SCD lot is owned by Southern California Disposal. The two lots would be combined so that the tipping activities would occur primarily on the SCD lot and the sorting and transfer activities would occur on the Hanson lot. The proposed processing and transfer facility would occupy an approximately 40,942-square-foot area.

The SCD lot is currently used by SCD to store equipment used in the transfer station operations. The addition of the Hanson lot would allow enough space to sort the materials into different piles, primarily dirt, concrete, construction and demolition material, large recyclable items such as mattresses and scrap metal as well as store equipment and provide a staging area for trucks that may be waiting for the SCD transfer area to clear of trucks depositing materials.

## 2.3.2 Proposed Sound Wall

Immediately east of the proposed processing and transfer facility (item 1 on Figure 4), a 12-foot-high acoustical K-Rail barrier mounted sound wall would be constructed to extend from the existing wall on the SCD lot. The sound wall would be approximately 150 to 200 feet long.



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# 3 Initial Study Checklist

**1. Project title:**

City of Santa Monica City Yards Master Plan EIR Addendum

**2. Lead agency name and address:**

City of Santa Monica  
1685 Main Street, Room 212  
Santa Monica, California 90407

**3. Contact person and phone number:**

Chris Celsi  
Resource Recovery and Recycling Manager  
310.458.8528

**4. Project location:**

Hanson Lot:  
Assessor Parcel Number (APN) 4268016902  
Frank Street  
Santa Monica, California 90404

SCD Lot:  
APNs 4268016004, 4268016007  
Frank Street  
Santa Monica, California 90404

**5. Project sponsor's name and address:**

City of Santa Monica  
1685 Main Street, Room 212  
Santa Monica, California 90407

**6. General Plan designation:**

Both the Hanson and SCD lots are designed Industrial.

**7. Zoning:**

Both the Hanson and SCD lots are zoned Industrial Conservation (IC) zone.

**8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The proposed project is defined as the implementation of the City Yards Master Plan with the relocation of the processing and transfer facility, construction of a new sound wall, and relocation of the fire access to the mobile home park from Frank Street as described in Chapter 2 of this Addendum.

**9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

The City Yards Site lies within the Santa Monica City limits. The City Yards Site is situated between I-10 (the Cloverfield Boulevard exit) and the new Expo Line (26th Street/Bergamot Station). The site is also approximately one block from the Olympic eastbound and 26th far side bus stop.

According to the City's General Plan Zoning Map, the project is surrounded by Industrial Conservation, Conservation: Art Center, Open Space, Residential Mobile Home Park, and Bergamot Transit Village zoning. To the east of the project site is Gandara Park, a neighborhood park. Across Stewart Street are residential homes and Ishihara Park. To the south is a mobile home park, part of the Pico neighborhood. To the west, designated industrial zoning extends to Cloverfield Boulevard (City of Santa Monica 2010). To the north, across Michigan Avenue, is Bergamot Station. To the south is SCD and Dewey Pest Control. The Santa Monica Municipal Airport is located approximately 1.5 miles to the south.

**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Contract amendment/new contract with SCD.

### Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would result in a determination of either “More Severe Impact” or “New Significant Impact” as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics/Shadows                 | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                     |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Construction Effects               | <input type="checkbox"/> Cultural Resources              |
| <input type="checkbox"/> Geology/Soils                      | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources               |
| <input type="checkbox"/> Neighborhood Effects               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing              |
| <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic          |
| <input type="checkbox"/> Tribal Cultural Resources          | <input type="checkbox"/> Utilities/Service Systems          | <input type="checkbox"/> Energy Consumption              |
| <input type="checkbox"/> Mandatory Findings of Significance |   |  |

**Determination (To be completed by the Lead Agency)**

Based on the information and analysis in this addendum, pursuant to Section 15162 of the CEQA Guidelines, the City of Santa Monica determines the following.

Modifications to the proposed project as described in this addendum and any altered conditions since adoption of the project's 2019 EIR:

- would not result in any new significant or potentially significant environmental effects, and
- would not substantially increase the severity or intensity of previously identified effects.

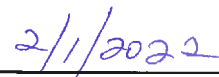
In addition, no new information of substantial importance has arisen that shows that:

- the proposed project modifications would have new significant or potentially significant effects,
- the proposed project modifications would have substantially more severe effects,
- mitigation measures previously found to be infeasible would in fact be feasible, or
- mitigation measures that are considerably different from those analyzed in the 2019 EIR would substantially reduce one or more significant or potentially significant effects on the environment.

Thus, none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent MND have occurred. For this reason, this Addendum to the 2019 EIR is consistent with Section 15164 of the State CEQA Guidelines and is the appropriate mechanism to address the proposed project modifications.



\_\_\_\_\_  
Signature



\_\_\_\_\_  
Date

## Evaluation of Environmental Impacts

Section 15168(c) of the CEQA Guidelines provides that when the lead agency adopts a program EIR, subsequent activities in the program are examined in light of the program EIR to determine whether an additional environmental document must be prepared. If the lead agency finds that pursuant to CEQA Guidelines Section 15162, no new effects could occur or mitigation measures would be required, the activity may be approved as being within the scope of the project covered by the program EIR (CEQA Guidelines Section 15162(c)(2)). Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, if the lead agency determines that one or more of the following conditions are met, a subsequent EIR or negative declaration shall be prepared for the project:

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

Where none of the conditions specified in Section 15162 are present, the lead agency can choose not to prepare a subsequent or supplemental EIR (CEQA Guidelines Section 15162(a)), but may prepare a negative declaration, an addendum, or no further CEQA documentation. Section 15164 of the CEQA Guidelines states that an addendum to an EIR shall be prepared “if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the City Yards Master Plan EIR is the appropriate environmental document for the project. This Addendum reviews the changes proposed by the project and any pertinent changes to the circumstances under which the project is undertaken that have occurred since the City Yards Master Plan EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the City Yards Master Plan EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the CEQA Guidelines and their applicability to the project.

### 3.1 Aesthetics/Shadows

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>I. AESTHETICS/SHADOWS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Produce extensive shadows affecting adjacent uses or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project have a substantial adverse effect on a scenic vista? (No Impact)
- b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)
- c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings? (Less-Than-Significant Impact)
- d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less-Than-Significant Impact)
- e) Produce extensive shadows affecting adjacent uses or property? (Less-Than-Significant Impact)

#### Proposed Project Significance Determination

- a) ***Would the project have a substantial adverse effect on a scenic vista?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and the SCD lot, which is directly adjacent to the City Yards Site. As analyzed in the City Yards Master Plan EIR, the City is largely urbanized and features a variety of natural and built visual resources. The urbanized and industrial nature of the City Yards Site and the immediate

surrounding area limit opportunities for views to scenic resources. Furthermore, the City Yards Site and surrounding area are not within the viewshed of important visual resources. As such, the proposed project inclusive of the proposed changes would not have an adverse effect on a scenic vista, as there are no scenic resources, either natural or created, within the viewshed of the City Yards Site.

Therefore, no new or more severe impacts associated with scenic vistas would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- b) ***Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and the SCD lot, which is directly adjacent to the City Yards Site. As analyzed in the City Yards Master Plan EIR, there are no officially designated state or county scenic highway within the City. According to the California Department of Transportation (Caltrans 2018), the nearest eligible, not designated, state scenic highway is Pacific Coast Highway, located approximately 1.2 miles to the west from the City Yards Site. Since there are no designated scenic highways within the City, the proposed project inclusive of the proposed changes would not damage scenic resources within a state scenic highway.

Therefore, no new or more severe impacts associated with scenic highways would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- c) ***Would the project substantially degrade the existing visual character or quality of the site and its surroundings?***

### **Short-Term Construction Impacts**

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not construct new buildings from what was analyzed in the City Yards Master Plan EIR and construction activities would be limited to those required for the sound wall. During the various phases of proposed project construction, existing buildings and facilities would be vacated and demolished and new buildings and facilities would be constructed. During each phase, construction activity would be concentrated in a particular area of the City Yards Site to allow for ongoing City operations. Within this construction area, an assortment of construction vehicles and equipment, including graders, rollers, tractors/loaders/backhoes, pavers, and air compressors, may be in operation during working hours and a temporary influx of construction workers would occur. Visual changes to the project site would occur throughout construction as existing structures are removed and the forms of new structures (e.g., new fence) slowly take shape. The staging of construction equipment and vehicles and construction of smaller-scale structures on the site would not be noticeable to off-site viewers in the surrounding area, because construction fencing would be erected pursuant to SMMC requirements. Further, construction activities would occur on an already developed industrial site.

Therefore, no new or more severe short-term construction impacts associated with visual character and quality would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** As proposed, the City intends to modernize City Yards operations through the construction of new structures similar in scale to existing structures. The processing and transfer facility would be relocated within the City Yards Site and the SCD lot, which are already supporting industrial uses and would not involve the construction of new buildings. Therefore, there would be no change to the previous determination made in the City Yards Master Plan EIR with regard to new construction and renovation of existing structures.

The proposed relocation of the processing and transfer facility would also require the construction of a 12-foot-high acoustical K-Rail barrier mounted sound wall that would extend from the existing wall on the SCD lot and would be shielded using a landscape buffer; thus, the proposed 12-foot wall would not result in degradation of the existing visual character or quality of the site and its surroundings. The proposed relocation of the processing and transfer facility would not degrade the existing visual character or quality because this use already occurs within the City Yards Site. Further, under CEQA Section 21099 (as amended by Senate Bill 743), a project’s aesthetic impacts are not considered significant impacts on the environment if the project is a residential, mixed-use residential, or employment center project, or the project is located on an infill site within a transit-priority area. This provision for aesthetic impacts does not include impacts to historic or cultural resources. The proposed project is an employment center project located on an infill site. The project site is classified as in a transit-priority area due to its proximity to the 26th Street/Bergamot Station for the Expo Line. Therefore, aesthetic impacts would be less than significant.

Therefore, no new or more severe long-term operational impacts associated with visual character and quality would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- d) ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

### Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** As analyzed in the EIR, the City Yards Master Plan would be constructed in phases over an approximately 9-year period. The only new construction associated with the proposed changes would be the sound wall and minor grading and paving for the fire lane, which would be constructed along with the other components of the City Yards Master Plan. Construction activities would typically occur during hours permitted by the SMMC (Monday through Friday, 8:00 a.m. to 6:00 p.m., and Saturday, 9:00 a.m. to 5:00 p.m.) and would not generally require the use of portable lighting elements to illuminate development areas during evening hours.

Portable lighting would not typically be required during construction of the proposed project. However, if construction crews use lighting during specific months of the year when hours of daylight are reduced, then use of lighting would conform to SMMC requirements regulating lighting. Due to the anticipated limited need for portable lighting during construction activities, the temporary and short-term duration of its use,



and the proposed project's conformance with the SMMC, use of lighting on the project site during construction activities would not adversely affect nighttime views in the area.

Therefore, no new or more severe short-term construction impacts associated with light and glare would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** As proposed, the City intends to modernize City Yards operations through the construction of new structures that are similar in scale to existing structures. As analyzed in the EIR, new interior and exterior building lighting and lighting on the internal drive aisles would operate in a similar manner as existing lighting on the City Yards Site. The only new construction associated with the proposed changes would be the sound wall, which does not include any new lighting sources. The relocation of the processing and transfer facility near the existing mobile home park may include additional nighttime lighting for security purposes. However, the City Yards Master Plan, including the proposed changes, would comply with SMMC standards regulating shielding, light trespass, and maximum height of light poles. The SMMC requires that all lighting fixtures be shielded "so as not to produce obtrusive glare" onto the public right-of-way or adjacent properties and that light be primarily retained on site ("lighting may not illuminate other properties in excess of a measurement of 0.5 foot candles of light") (SMMC, Section 9.21.080[C]). Therefore, adherence to SMMC standards and regulations regarding shielding and light trespass would reduce potentially adverse effects to daytime and nighttime views due to new lighting to a less-than-significant level.

Therefore, no new or more severe long-term operational impacts associated with light and glare would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**e) *Would the project produce extensive shadows affecting adjacent uses or property?***

**No Substantial Change from Previous Analysis.** A change in significance impact would occur if the proposed changes to the City Yards Master Plan would create a shade or shadow that affects shadow-sensitive uses such as open space or residential uses. The only new construction associated with the proposed changes would be the sound wall, which would not have the potential to produce new shadows affecting shadow-sensitive uses such as Gandara Park and the mobile home park to the east of the proposed project site. This structure would be a continuation of the fence located on the western boundary of the mobile home park; however, the structure would be shielded using a landscape buffer. Uses associated with the processing and transfer facility would move closer to the mobile home park; however, the majority of activities would occur several feet lower than the proposed 12-foot fence and landscaping, and thus, would not produce extensive shadows affecting the mobile home park.

Therefore, no new or more severe impacts associated with extensive shadows would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with aesthetics would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to aesthetics/shadows.

**3.2 Agriculture and Forestry Resources**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<p><b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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. Would the project:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project 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)*
- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? *(No Impact)*
- 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)*
- d) Result in the loss of forest land or conversion of forest land to non-forest use? *(No Impact)*
- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use? *(No Impact)*

## Proposed Project Significance Determination

- a) *Would the project 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?*

*and*

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

*and*

- c) *Would the project 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))?*

*and*

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

*and*

- e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site. As analyzed in the EIR, the California Department of Conservation designates the City Yards Site as Urban and Built-Up Land (DOC 2016a). The SCD lot is also zoned Urban and Built-Up Land. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively “Important Farmland”) to non-agricultural use. In addition, the Los Angeles County Williamson Act 2015/2016 Map designates the City Yards Site and surrounding land as non-Williamson Act Land (DOC 2016b). In addition, the City Yards Site is zoned Industrial Conservation (IC), and the surrounding land uses consist of a mix of art, residential, creative office, research and development, and industrial uses. Therefore, the proposed project changes, which are on the City Yards Site and the adjacent SCD lot, would not conflict with agriculturally zoned land. The implementation of the City Yards Master Plan would not contribute to the loss or conservation of forest land, and would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Therefore, no new or more severe impacts associated with agricultural lands, agricultural zoning, Williamson Act contracts, forestland, or timberland would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.

### Conclusion

In conclusion, no new or more severe impacts associated with agricultural lands, forestland, or timberland would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

### Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR did not require any mitigation measures related to agriculture or forestry resources.

## 3.3 Air Quality

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project conflict with or obstruct implementation of the applicable air quality plan? (*Less-Than-Significant Impact*)
- b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? (*Less-Than-Significant Impact*)

- c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? (*Less-Than-Significant Impact*)
- d) Would the project expose sensitive receptors to substantial pollutant concentrations? (*Less-Than-Significant Impact*)
- e) Would the project create objectionable odors affecting a substantial number of people? (*Less-Than-Significant Impact*)

**PDF-AQ-1 Tier 4 Interim Construction Equipment.** Prior to the commencement of any construction activities, the City of Santa Monica (City) or its designee shall provide evidence that for off-road equipment with engines rated at 75 horsepower or greater, no equipment shall be used that is less than CARB-certified Tier 4 Interim engines, except where the City or its designee establishes that Tier 4 Interim equipment is not available. In the case where the City or its designee is unable to secure a piece of equipment that meets the Tier 4 Interim requirement, the City or its designee may upgrade another piece of equipment to compensate (from Tier 4 Interim to Tier 4 Final). Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans.

### Proposed Project Significance Determination

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

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that impacts associated with buildout of the City Yards Master Plan would not conflict with or obstruct implementation of the applicable air quality plan and would be less than significant.

The City Yards Site is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD administers the Air Quality Management Plan (AQMP) for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Each AQMP incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The most recent AQMP is the 2016 AQMP (SCAQMD 2017), which was adopted by SCAQMD in March 2017. The 2016 AQMP is designed to achieve the applicable NAAQS for ozone (O<sub>3</sub>) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (fine particulate matter; PM<sub>2.5</sub>) and the CAAQS for O<sub>3</sub>, particulate matter with an aerodynamic diameter equal to or less than 10 microns (coarse particulate matter; PM<sub>10</sub>), and PM<sub>2.5</sub> through a variety of air quality control measures. The 2016 AQMP also accommodates planned growth in the SCAB. The 2016 AQMP was approved by the California Air Resources Board (CARB) on April 10, 2017. The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region’s ability to comply with federal and state air quality standards. SCAQMD recommends that environmental documents discuss the project’s consistency with the current AQMP (2016 AQMP), including consistency with a local government’s general plan.

- **Consistency Criterion No. 1:** The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the criterion regarding the proposed changes' potential to result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP, project-generated construction and operational criteria air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.2. Results of this analysis are included in Appendix A. With regard to construction emissions, the proposed changes to the City Yards Master Plan would result in construction of a sound wall to extend from the wall along the east side of the SCD lot. Construction activities for the wall (fencing) would be minimal and estimated criteria air pollutant emissions would be below applicable SCAQMD construction thresholds. Operational criteria air pollutant emissions for the proposed changes were added to those estimated in the City Yards Master Plan EIR and estimated combined emissions would not exceed thresholds for criteria air pollutants and precursors for which the region is in nonattainment, as shown in Section 3.3(b). Specifically, operational emissions would not exceed any of the SCAQMD significance thresholds for any criteria air pollutant; thus, resulting in a less-than-significant impact.

The SCAB is a nonattainment area for O<sub>3</sub>, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> under the NAAQS and/or CAAQS (CARB 2020; EPA 2021). As concluded in Section 3.3(b), the proposed project would result in a net increase of emissions and would not exceed the SCAQMD significance thresholds. Therefore, the proposed project would not contribute to the frequency or severity of existing air quality violations or delay timely attainment of the ambient air quality standards or interim emission reductions in the 2016 AQMP. Thus, the proposed project inclusive of the proposed changes is not anticipated to result in more severe impacts related to consistency with the SCAQMD air quality planning efforts than what was assessed in the City Yards Master Plan EIR.

With regard to Criterion 2, the City Yards Master Plan EIR concluded that buildout of the City Yards Master Plan would result in population growth consistent with the Southern California Association of Governments' (SCAG's) overall growth projections. Because the proposed project inclusive of the proposed changes does not include uses that would generate or induce population growth in the project area, the proposed project would be considered consistent with the SCAG 2016 Regional Growth Forecast and would not conflict with the 2016 AQMP or exceed the assumptions in the 2016 AQMP. Additionally, the City Yards Site is currently designated as Industrial Conservation, which preserves space for industrial uses that provide a job base, affordable space for small-scale industrial and manufacturing businesses, and a center of economic activity for the City. Accordingly, the proposed project's changes would be consistent with the zoning and general plan land use designations.

Therefore, no new or more severe impacts associated with consistency with the 2016 AQMP would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

No Substantial Change from Previous Analysis. The City Yards Master Plan EIR found that impacts associated with air quality standard violations would be less than significant.

Project construction is anticipated to include minor site preparation and grading, sound wall fence construction, asphalt paving, and striping and signage for the pavement. Notably, no new buildings would be constructed for the tip and transfer activities since existing on-site facilities would be utilized. Criteria air pollutant emissions from construction of the proposed changes were estimated using CalEEMod Version 2020.4.0. Construction scenario assumptions, including phasing, equipment mix, and vehicle trips, were based on information provided by the City and CalEEMod default values and are presented in Table 1. For purposes of estimating project emissions, and based on information provided by City, it is assumed that construction of the proposed project changes (site preparation, grading, and sound wall) would occur over 3 months, with construction starting in the beginning of February 2022 and being completed by the end of April 2022. Default values for horsepower and load factor as provided in CalEEMod were used for all construction equipment listed in Table 1. It was conservatively assumed that all equipment used during each construction subphase would operate 5 days per week. Of note, implementation of PDF-AQ-1, which requires that equipment over 75 horsepower meet Tier 4 Interim requirements, was assumed. Complete detailed construction assumptions are included in Appendix A.

**Table 1. Construction Scenario Assumptions**

Construction Phase	Start Date	Finish Date	One-Way Vehicle Trips			Equipment		
			Average Daily Workers	Average Daily Vendor Trucks	Total Haul Trucks	Type	Quantity	Usage Hours
Site Preparation and Grading	2/1/2022	3/31/2022	8	4	168	Graders	1	8
						Rollers	1	8
						Tractors/Loaders/Backhoes	1	8
Building Construction (Fencing)	4/1/2022	4/30/2022	10	4	0	Tractors/Loaders/Backhoes	1	8
Paving	4/1/2022	4/15/2022	18	2	0	Cement and Mortar Mixers	4	6
						Pavers	1	7
						Rollers	1	7
						Tractors/Loaders/Backhoes	1	7
Pavement Striping (Architectural Coating)	4/16/2022	4/22/2022	2	2	0	Air Compressors	1	6

Notes: See Appendix A for details.



Table 2 presents the estimated maximum daily construction emissions generated during construction of the proposed project changes, as well as the estimated maximum daily construction emissions from the EIR, conservatively assuming the maximum daily emissions would occur on the same day. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

**Table 2. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions**

Year	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Pounds per Day						
<b>City Yards Master Plan EIR</b>						
2022	7.28	17.47	21.94	0.05	1.64	0.48
<b>Processing and Transfer Facility Addendum</b>						
2022	1.39	6.84	11.37	0.02	0.42	0.16
<b>Maximum Daily Emissions</b>	<b>8.67</b>	<b>24.31</b>	<b>33.31</b>	<b>0.07</b>	<b>2.06</b>	<b>0.64</b>
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; EIR = Environmental Impact Report; SCAQMD = South Coast Air Quality Management District. See Appendix A for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

These emissions reflect CalEEMod “mitigated” output, which accounts for compliance with SCAQMD Rule 403 (Fugitive Dust) (watering two times daily) and implementation of PDF-AQ-1, which requires that all construction equipment with a horsepower greater than 75 would have certified Tier 4 interim engines.

As shown in Table 1, maximum daily construction emissions would not exceed the SCAQMD significance thresholds for volatile organic compounds (VOCs), oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), PM<sub>10</sub>, or PM<sub>2.5</sub> during construction in 2022. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. As such, impacts would be less than significant.

Operation of the City Yards Master Plan would generate VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from area sources, including the use of consumer products, architectural coatings for repainting, landscape maintenance equipment, energy sources, stationary sources (emergency generators), off-road equipment (forklifts and welders), and fire department training. No increase in mobile source (vehicles) emissions was anticipated. Notably, it was assumed in the City Yards Master Plan EIR that motor vehicle trips would be reduced due to the removal of the Santa Monica Recycling Center/buy-back center.

Operation of the proposed project inclusive of the proposed changes is anticipated to generate minimal criteria air pollutant emissions from area sources (use of consumer products for asphalt degreasing) and off-road equipment; no energy sources (natural gas) or mobile source emissions are anticipated. CalEEMod 2020.4.0 was used to estimate area source emissions from the project and a spreadsheet model was used to estimate emissions from off-road equipment. Off-road equipment is anticipated to include one 2019 LH 22 Material Handler (172 horsepower) and three 2021 Liebherr Wheel Loaders L546 (188 horsepower),

which would all meet Tier 4 Final requirements. It was assumed that each piece of off-road equipment would operate for 8 hours per day, 260 days per year.

Regarding mobile sources (on-road vehicles), the project assessed in this addendum is not anticipated generate a net increase in employee vehicle or truck trips compared to existing and historical conditions as explained below. Regarding employees, the project would be served by existing employees of the City's Resource, Recovery, and Recycling Division and no increase in employment is anticipated to be required.

Regarding trucks, currently, inbound trips occur to the SCD site that typically consist of dump trucks of various sizes hauling construction debris and aggregate as operated by the Santa Monica Streets Department, as well as self-haul trips usually in pickup trucks. Regarding outbound trips, currently SCD transfer trucks haul construction debris and aggregate to Downtown Diversion (downtown Los Angeles).

Regarding curbside material trucks, historically (ending in summer 2020), the City's recycling route drivers delivered their recycling loads to Allan Company, which was located less than 200 feet north of the proposed tip and transfer area. After Allan Company closed their site, the City's route drivers delivered their recycling loads to an area about 500 to 600 feet northwest of the proposed tip and transfer site to an area directly south of the Fire Department's training center in the City Yards Site, located on Delaware Avenue. For an interim period (October 2021–summer 2022) and reflecting current conditions, curbside material is transported in City trucks to Culver City. Under both historical conditions (curbside material collected within the City is delivered to a tip and transfer station within City limits) and current conditions (curbside material collected within the City is delivered to a tip and transfer station in Culver City), following the tip and transfer sorting, the material would be transported to a materials recovery facility, such as facilities in the City of Wilmington and Puente Hills Recovery Station in the City of Whittier.

The project would eliminate the need to transfer curbside material to Culver City and instead would be collected at the City Yards Site; however, curbside material would continue to be exported by City trucks to a materials recovery facility. Accordingly, curbside material would continue to generate trips as under current and historical conditions and would result in a nominal changes to total vehicle miles traveled compared to current and historical conditions.

As stated above, all other inbound and outbound trips (e.g., construction debris and aggregate and self-haul) are currently occurring at the SCD site; therefore, collection and export of material at the project site would result in no net increase in trips and a negligible change in vehicle miles traveled given the nominal distance between the SCD site and the project site. As such, no mobile source emissions are anticipated to be generated by the proposed changes, so no quantification of such potential emissions is provided.

Table 3 presents the estimated operational criteria air pollutant emissions associated with the operation of the proposed project (processing and transfer facility relocation, year 2022) plus operation of the City Yards Master Plan Project as evaluated in the City Yards Master Plan EIR (year 2028) and estimated existing emissions in 2019 as evaluated in the City Yards Master Plan EIR to estimate the net change in criteria air pollutant emissions. Details of the emission calculations are provided in Appendix A.

**Table 3. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions**

Emission Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per Day					
<b>Existing City Yards Facilities</b>						
Area	1.88	0.00	0.01	0.00	0.00	0.00
Energy	0.03	0.28	0.23	0.00	0.02	0.02
Mobile	—	—	—	—	—	—
<b>Existing Total</b>	<b>1.91</b>	<b>0.28</b>	<b>0.24</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>
<b>Proposed Project</b>						
<b>City Yards Master Plan EIR</b>						
Area	3.24	0.00	0.04	0.00	0.00	0.00
Energy	0.05	0.44	0.37	0.00	0.03	0.03
Mobile	—	—	—	—	—	—
Emergency Generators	0.01	0.05	0.46	0.00	0.00	0.00
Forklifts	0.09	0.41	5.81	0.01	0.01	0.01
Welders	—	—	—	—	0.01	0.01
Fire Department Training	0.04	1.18	1.44	0.06	0.86	0.74
<b>City Yards Master Plan EIR Subtotal</b>	<b>3.43</b>	<b>2.08</b>	<b>8.12</b>	<b>0.07</b>	<b>0.91</b>	<b>0.79</b>
<b>Processing and Transfer Facility Addendum</b>						
Area	0.01	0.00	0.00	0.00	0.00	0.00
Energy	—	—	—	—	—	—
Mobile	—	—	—	—	—	—
Off-road Equipment	0.29	1.25	10.56	0.02	0.04	0.04
<b>Processing and Transfer Facility Addendum Subtotal</b>	<b>0.30</b>	<b>1.25</b>	<b>10.56</b>	<b>0.02</b>	<b>0.04</b>	<b>0.04</b>
<b>Project Total</b>	<b>3.73</b>	<b>3.33</b>	<b>18.68</b>	<b>0.09</b>	<b>0.95</b>	<b>0.83</b>
<b>Net Project Emissions</b>						
<b>Net Project Emissions</b>	<b>1.82</b>	<b>3.05</b>	<b>18.44</b>	<b>0.09</b>	<b>0.93</b>	<b>0.81</b>
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; EIR = Environmental Impact Report; MD = South Coast Air Quality Management District. See Appendix A for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 3, operational emissions are not anticipated to exceed the SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, impacts associated with project-generated operational criteria air pollutant emissions would be less than significant.

Therefore, with implementation of PDF-AQ-1 during construction, no new or more severe impacts associated with violating regional air quality standards or contributing substantially to existing/projected violations would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- c) ***Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that the City Yards Master Plan's impacts associated with a cumulatively considerable net increase of a non-attainment criteria pollutant would be less than significant.

In analyzing cumulative impacts from the proposed project, the assessment must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the federal or state standards. Implementation of the proposed project would generate long-term operational emissions associated with vehicle traffic to and from the City Yards Site, as well as energy use of buildings and facilities.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present air emission sources. Pursuant to the federal and California Clean Air Acts, the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to help determine whether a project's individual emissions would have a cumulatively considerable contribution on air quality. A project would be considered to have a significant cumulative impact if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact) for pollutants for which the SCAB is designated as nonattainment for the NAAQS or CAAQS (i.e., O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB (SCAQMD 2003). If a project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a cumulative impact on air quality; however, the basis for analyzing the proposed project's cumulative considerable contribution under CEQA is the proposed project's potential to exceed SCAQMD thresholds and its consistency with the most recent AQMP.

The SCAB is a nonattainment area for O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> under the NAAQS and/or CAAQS (CARB 2020; EPA 2021). The nonattainment status in the SCAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (e.g., VOC and NO<sub>x</sub> for O<sub>3</sub>) potentially contribute to poor air quality. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the proposed project would generate VOC and NO<sub>x</sub> emissions (which are precursors to O<sub>3</sub>) and emissions of PM<sub>10</sub> and PM<sub>2.5</sub>. However, as indicated in Section 3.3(b), project-generated operational emissions, would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Accordingly, the proposed project would result in a less-than-significant impact regarding contribution to cumulative air quality impacts. In addition, as discussed in Section 3.3(a), the proposed project would not exceed growth projections anticipated in the SCAQMD's

2016 AQMP. Accordingly, the proposed project would not result in a cumulatively considerable contribution to the nonattainment pollutants in the SCAB, and this impact would be less than significant.

Therefore, no new or more severe impacts associated with contributing to a cumulatively considerable net increase of any criteria pollutant would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**d) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that impacts associated with exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

### **Localized Significance Thresholds Analysis**

The City Yards Master Plan EIR included a localized significance threshold (LST) to determine potential impacts to nearby sensitive receptors during construction and operation of the City Yards Master Plan, which was found to result in less-than-significant impacts.

The SCAQMD recommends a localized LST analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of proposed project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2008a). The project is located within Source-Receptor Area 2 (Northwest Coastal Los Angeles County). The nearest off-site sensitive receptor to the City Yards is a mobile home park, which is located adjacent to the east of the proposed processing and transfer facility relocation site. As such, the LST receptor distance was assumed to be 25 meters (82 feet), which is the shortest distance provided by the SCAQMD lookup tables, and a 1-acre construction site was assumed, which is the smallest construction area provided by the SCAQMD lookup tables.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008a). Trucks and worker trips associated with the proposed project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Therefore, off-site emissions from trucks and worker vehicle trips are not included in the LST analysis. The maximum daily on-site emissions generated during construction of the proposed project in 2022 are presented in Table 4 and are compared to the SCAQMD localized significance criteria for Source-Receptor Area 2 to determine whether project-generated on-site emissions would result in potential LST impacts.

Because LST analyses are localized in nature, project-generated activities and associated emissions at different parts of the site would likely affect different off-site receptors. However, to provide a conservative analysis, estimated on-site emissions from the proposed project changes are added to the on-site emissions estimated in the City Yards Master Plan EIR, as shown in Table 4.

**Table 4. Construction Localized Significance Thresholds Analysis**

Year	NO <sub>2</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per Day (On-Site)			
<b>City Yards Master Plan EIR</b>				
Maximum Daily over Construction	13.34	23.51	0.06	0.03
<b>Processing and Transfer Facility Addendum</b>				
2022	7.76	7.83	0.57	0.21
<b>Maximum Daily Emissions (Overlap)</b>	<b>21.10</b>	<b>31.34</b>	<b>0.63</b>	<b>0.24</b>
<i>SCAQMD LST Criteria</i>	<i>103</i>	<i>562</i>	<i>4</i>	<i>3</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: SCAQMD 2008a.

Notes: NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); PM<sub>2.5</sub> = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); EIR = Environmental Impact Report; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold. See Appendix A for detailed results.

Localized significance thresholds are shown for a 1-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in Source-Receptor Area 2 (Northwest Coastal Los Angeles County).

As shown in Table 4, proposed construction activities would not generate emissions in excess of site-specific LSTs; therefore, localized construction impacts of the proposed project would be less than significant.

Regarding operational emissions, the proposed tip and transfer activities would include minor on-site sources of emissions from the operation of off-road equipment. There would be no operational emissions generated by the sound wall or relocated fire lane. As with the construction LST analysis, estimated on-site emissions from the proposed project were conservatively added to estimated on-site emissions from the City Yards Master Plan EIR; the results are shown in Table 5.

**Table 5. Operational Localized Significance Thresholds Analysis**

Year	NO <sub>2</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per Day (On-Site)			
<b>City Yards Master Plan EIR</b>				
Emergency Generators	0.05	0.46	0.00	0.00
Off-Road Equipment	0.41	5.81	0.01	0.01
Welders	–	–	0.01	0.01
Fire Department Training	1.18	1.44	0.86	0.74
<b>Processing and Transfer Facility Addendum</b>				
Off-Road Equipment	1.25	10.56	0.04	0.04
<b>Maximum Daily Emissions (Overlap)</b>	<b>2.89</b>	<b>18.27</b>	<b>0.92</b>	<b>0.80</b>
<i>SCAQMD LST Criteria</i>	<i>103</i>	<i>562</i>	<i>1</i>	<i>1</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: SCAQMD 2008a.

**Notes:** NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); PM<sub>2.5</sub> = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold. See Appendix A for detailed results.

Localized significance thresholds are shown for a 1-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in Source-Receptor Area 2 (Northwest Coastal Los Angeles County).

As shown in Table 5, proposed operational activities would not generate emissions in excess of site-specific LSTs; therefore, localized operational impacts of the proposed project would be less than significant.

As such, the proposed project’s construction and operational activity in relation to the SCAQMD LST thresholds would not result in more severe impacts than what was assessed in the City Yards Master Plan EIR.

### Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health. The nearest sensitive receptor to the project area is the mobile home park located approximately 35 feet from the proposed construction boundary. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. Incremental cancer risk is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 30-year exposure for individual receptors will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology. In addition, some TACs have non-carcinogenic effects. The SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) effects.<sup>2</sup> TACs that would be potentially emitted during demolition and construction activities associated with project development would be asbestos and diesel particulate matter.

The proposed changes to the City Yards Master Plan would result in minimal construction activity associated with construction of the sound wall and would not require the extensive use of heavy-duty construction equipment; thus, the proposed project would result in minimal TACs during construction compared with what was previously analyzed within the City Yards Master Plan EIR. With regard to operations, the proposed project would not introduce any new long-term sources of TACs. Therefore, the proposed project is not anticipated to result in substantially more severe impacts on sensitive receptors (health risk) than what was assessed in the City Yards Master Plan EIR.

### Health Impacts of Carbon Monoxide

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO “hotspots.” CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors such as residents, schoolchildren, hospital patients, and the elderly. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (level of service E or worse). Projects contributing

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<sup>2</sup> Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the project to published reference exposure levels that can cause adverse health effects.

to adverse traffic impacts may result in the formation of a CO hotspot. However, because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the basin is steadily decreasing (CARB 2005). The project is not anticipated to generate a net increase in vehicle trips compared to current or historical conditions, as explained in Section 3.3(b). Therefore, the project would not contribute to potential adverse traffic impacts that may result in the formation of CO hotspots.

Therefore, no new or more severe impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**e) *Would the project create objectionable odors affecting a substantial number of people?***

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that the City Yards Master Plan's impacts associated with creating objectionable odors would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The proposed project entails the continued operation of the City Yards Site and includes various industrial uses, including relocation of the processing and transfer facility. The processing and transfer facility would only accept dry material including cardboard, papers, bottles, and construction debris and in general, the materials would not sit for longer than 24 hours before being taken offsite. Although the tip and transfer activities would be closer to the mobile home park, the odors generated by the tip and transfer activities exist under historical conditions at the SCD lot.

Therefore, no new or more severe impacts associated with objectionable odors would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with air quality would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to air quality.



### 3.4 Biological Resources

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *(No Impact)*
- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *(No Impact)*
- c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? *(No Impact)*
- d) Would the project 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)*
- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *(No Impact)*
- f) Would the project 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)*

## Proposed Project Significance Determination

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

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and the adjacent SCD lot. As analyzed in the EIR, the City is largely urbanized and does not contain suitable habitat for sensitive species or special-status species. The principal vegetation within the City consists of landscaping and cultivated species (ornamentals) with some invasive, weedy, non-native species.

The City Yards Site has been fully developed for more than 50 years and does not have suitable habitat for native vegetation and sensitive wildlife species. Additionally, the City Yards Site and adjacent SCD lot are currently developed with buildings, surface parking areas, and very limited landscaping. As a result, no suitable habitat for sensitive species exists on the site, and there would be no impact to sensitive wildlife.

Therefore, no new or more severe impacts associated with candidate, sensitive, or special-status species would occur, and the level of impact would not change from the level identified in the City Yards Site EIR; no new mitigation measures are required.

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

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and the adjacent SCD lot. The City Yards Site and SCD lot are located entirely on disturbed and developed land and have been developed for more than 50 years. No riparian habitat or a sensitive natural community are present within the City Yards Site, and as such, no impacts to riparian or sensitive vegetation communities would occur.

Therefore, no new or more severe impacts associated with riparian or sensitive vegetation communities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. The City Yards Site and SCD lot do not support any aquatic resources regulated by the U.S. Army Corps of Engineers or California Department of Fish and Wildlife as jurisdictional wetlands, waters of the United States, or waters of the state. Based on review of the U.S. Geological Survey 7.5-minute series Beverly Hills Quadrangle Topographic Map, the City does not contain any blue-line streams or wetland habitats (USGS 2015).

Therefore, no new or more severe impacts associated with federally protected wetlands would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- d) *Would the project 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 Substantial Change from Previous Analysis.** The City Yards Master Plan, including the proposed changes, occurs entirely within the City. Although some local movement of wildlife is expected to occur within the City, the City is not recognized as an existing or proposed Significant Ecological Area that links migratory populations, as designated by Los Angeles County (Los Angeles County Department of Regional Planning 2015). The City Yards Site and adjacent SCD lot are located within a highly urbanized area and would not interfere with the movement of any native residents, migratory fish, or wildlife species. As such, development of the proposed project would have no impact on the migratory movement of any wildlife species.

Therefore, no new or more severe impacts associated with migratory fish or wildlife species would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**No Substantial Change from Previous Analysis.** Implementation of the City Yards Master Plan, including the proposed changes, would be subject to all applicable federal, state, regional, and local policies and regulations related to the protection of biological resources. Specifically, the proposed project would be required to comply with the federal Endangered Species Act, federal Migratory Bird Treaty Act, California Endangered Species Act, California Fish and Game Code, and the SMMC, Chapter 7.40 Tree Code. However, the existing site is developed with industrial uses and would not support nesting species. With compliance with federal, state, and local policies or regulations, no impacts would occur.

Therefore, following compliance with the federal Endangered Species Act, federal Migratory Bird Treaty Act, California Endangered Species Act, California Fish and Game Code, and the SMMC, no new or more severe impacts associated with local policies or ordinances protecting biological resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**f) *Would the project 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 Substantial Change from Previous Analysis.** As analyzed in the EIR, there are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that apply to the City. Consequently, the proposed project, inclusive of the changes, would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan.

Therefore, no new or more severe impacts associated with an adopted Habitat Conservation Plan would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## **Conclusion**

In conclusion, no new or more severe impacts associated with biological resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## **Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to biological resources.

### 3.5 Construction Effects

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>V. CONSTRUCTION EFFECTS</b> – Would the project:				
a) Have considerable construction-period impacts due to the scope, or location or construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project have considerable construction-period impacts due to the scope, or location of construction activities? (*Less-Than-Significant Impact with Mitigation Incorporated*)

#### Proposed Project Significance Determination

- a) ***Would the project have considerable construction-period impacts due to the scope, or location of construction activities?***

**No Substantial Change from Previous Analysis.** The City Yards Master Plan, including the proposed changes, would be constructed in phases over an approximately 9-year period. The duration of the majority of construction phases would be greater than 1 year, and activities during phases would generally be concentrated in a specific area of the City Yards Site. Throughout the various phases, construction activities would typically occur during hours permitted by the City’s Noise Ordinance (Chapter 4.12 of the SMMC). It is anticipated that construction activities would occur up to 8 hours per day, 5 days per week.

The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would result in minimal construction activities since existing facilities would be utilized for the transfer and processing facility. Construction activities would be limited to the sound wall and minor grading, paving, and striping for the fire lane.

The City Yards Master Plan EIR concluded that construction effects of the City Yards Master Plan would not result in significant impacts after mitigation. The major impacts associated with construction analyzed in the City Yards Master Plan include aesthetics, air quality, hazards and hazardous materials, noise, and transportation and circulation. As such, the potential for the proposed changes to result in new or more significant impacts is further discussed in Sections 3.1, Aesthetics/Shadows; 3.3, Air Quality; 3.9, Hazards and Hazardous Materials; 3.14, Noise; and 3.18, Transportation and Circulation. As discussed herein, the proposed changes to the City Yards Master Plan would not result in new or more severe impacts related to

aesthetics, air quality, hazards and hazardous materials, noise, and transportation and circulation. For further details, refer to each individual resource section.

Therefore, with implementation of Mitigation Measure (MM) HAZ-1 through MM-HAZ-4, MM-NOI-1, no new or more severe impacts associated with construction effects would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with construction effects would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR required the following applicable mitigation measures related to construction effects, which remain applicable:

MM-HAZ-1 (See Section 3.9)

MM-HAZ-2 (See Section 3.9)

MM-HAZ-3 (See Section 3.9)

MM-HAZ-4 (See Section 3.9)

MM-NOI-1 (See Section 3.14)

**3.6 Cultural Resources**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>VI. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Previous Significance Determination**

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (*Less-Than-Significant Impact*)
- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (*Less-Than-Significant Impact*)
- c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (*Less-Than-Significant Impact with Mitigation Incorporated*)
- d) Would the project disturb any human remains, including those interred outside of formal cemeteries? (*Less-Than-Significant Impact*)

**Proposed Project Significance Determination**

- a) ***Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan (specifically, the relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not result in the additional demolition of existing structures, other than the demolition already assessed within the City Yards Master Plan EIR. The City Yards, the adjacent property, and all associated buildings and structures were found not eligible under all National Register of Historic Places, California Register of Historical Resources, and City designation criteria.

Therefore, no new or more severe impacts associated with historical resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- b) ***Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and the adjacent SCD lot. Furthermore, the proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound

wall, and relocation of fire lane) would not construct new buildings and construction activities would be limited to those required for the sound wall.

As analyzed in the EIR, no archaeological resources were identified within or adjacent to the City Yards Site as a result of the California Historical Resources Information System records search, Native American Heritage Commission Sacred Lands File search, or the Native American coordination efforts conducted for the City Yards Master Plan EIR. Therefore, no new or more severe impacts to archaeological resources would occur and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not construct new buildings and construction activities would be limited to those required for the sound wall.

As analyzed in the City Yards Master Plan EIR, paleontological records search performed by the Los Angeles County History Museum and desktop geographical review did not identify any known fossil localities on the City Yards Site or on the SCD lot. The City Yards Site is located within an area that has been previously developed and is underlain by fill materials, at least in part due to the former landfill. As such, the City Yards Site is unlikely to be underlain by unique geological features. Although the project area has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material. Given the proximity of the site to past fossil discoveries and due to their relatively shallow depths, the City Yards Site is moderately to highly sensitive for supporting paleontological resources. Because ground-disturbing activities associated with construction of the proposed project have the potential to destroy a unique paleontological resource or site, implementation of MM-CUL-1 would be required to reduce impacts.

Therefore, with incorporation of MM-CUL-1, no new or more severe impacts to paleontological resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not involve the construction of new buildings and construction activities would be limited to those required for the sound wall. As analyzed in the EIR, the site is already developed; no human remains or cemeteries are anticipated to be disturbed during earthmoving activities. However, existing regulations through California Health and Safety Code Section 7050.5 et seq. state that if human remains are discovered during project construction, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources



Code, Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition of the remains has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in California Public Resources Code, Section 5097.98. Given the very low potential for human remains on the project site and required compliance with existing regulations pertaining to the discovery of human remains, the proposed project inclusive of the proposed changes would result in less than-significant-impacts to human remains.

Therefore, no new or more severe impacts associated with disturbance of human remains would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with cultural resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR required the following mitigation measure related to cultural resources, which remain applicable:

MM-CUL-1 Prior to commencement of any grading activity on site, the City shall retain a qualified paleontologist. The qualified paleontologist shall attend the preconstruction meeting and be on site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths as shallow as 5 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontology monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. According to the 2010 Society of Vertebrate Paleontology guidelines, a qualified paleontology monitor is defined as having (equivalent experience acceptable as appropriate):

A BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring.

The area of discovery will be roped off with a 25-foot-radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Finally, the paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the 2010 guidelines of the Society of Vertebrate Paleontology.

### 3.7 Geology and Soils

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>VII. GEOLOGY AND SOILS – Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. *(Less-Than-Significant Impact)*
  - ii. Strong seismic ground shaking? *(Less-Than-Significant Impact)*
  - iii. Seismic-related ground failure, including liquefaction? *(Less-Than-Significant-Impact)*
  - iv. Landslides? *(No Impact)*
- b) Would the project result in substantial soil erosion or the loss of topsoil? *(Less-Than-Significant Impact)*
- c) Would the project 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)*
- d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? *(Less-Than-Significant Impact)*
- e) Would the project 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? *(No Impact)*

## Proposed Project Significance Determination

- a) ***Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:***
  - i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the existing City Yards Site and adjacent SCD lot. Thus, the seismic characteristics of the City Yards Site would remain unchanged as that discussed in the EIR, and the design, construction, or operation of the proposed changes would not affect the seismic risks of the site such as fault rupture.

As analyzed in the EIR, the City Yards Site is not located within an Alquist-Priolo Fault Zone (CGS 2018). The nearest such zone, located approximately 3,000 feet north of the project site, is associated with the Santa Monica Fault. The risk of fault rupture in the immediate vicinity of the project site is low. The proposed project inclusive of the proposed changes would not directly or indirectly cause or exacerbate existing fault rupture risks. There are no faults known to cross underneath the City Yards Site or adjacent SCD lot.

Therefore, no new or more severe impacts associated with fault rupture would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**ii) Strong seismic ground shaking?**

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. The seismic characteristics of the City Yards Site would remain unchanged from those discussed in the EIR. Furthermore, the proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not include the construction of new buildings for occupancy and construction activities would be limited to those required for the sound wall. Therefore, the design, construction, or operation of the proposed changes would not affect the seismic risks of the site, such as ground shaking.

As analyzed in the EIR, the City is located in a seismically active area. Movement along major faults in proximity to the City, as well as along buried blind thrust faults, can occur across the greater Los Angeles area. These faults, as well as numerous other regional faults (e.g., San Andreas, San Fernando, and Whittier), are capable of producing moderate to large earthquakes that could affect the City, including the project site. However, the proposed project would be constructed in accordance with state and City building standards. As with all development within the City, the proposed project is required to comply with the California Building Code (CBC) and Santa Monica Building Code (SMBC). Proper engineering and compliance with Title 24 of the CBC and the SMBC would ensure the maximum feasible protection of the buildings and occupants. The SMBC includes requirements to ensure that new development does not cause or exacerbate geological and soil hazards, including seismic ground shaking. Measures to minimize the risk of loss, injury, and death from the construction of new buildings are included in the SMBC, with specific provisions for seismic design. Additionally, the proposed project inclusive of the proposed changes would be required to meet seismic safety and construction design criteria based on the site-specific recommendations of final geotechnical reports that would be prepared for the construction of project buildings.

Therefore, no new or more severe impacts associated with strong seismic ground shaking would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**iii) Seismic-related ground failure, including liquefaction?**

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. Thus, the seismic characteristics of the City Yards Site would remain unchanged as that discussed in the EIR. Furthermore, the proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not include the construction of new buildings for occupancy and construction activities would be limited to those required for the sound wall. Therefore, the design, construction, or operation of the proposed changes would not affect the seismic risks, including liquefaction, of the site.

As part of the City Yards Master Plan EIR, a site-specific liquefaction analysis was performed, using a mean earthquake magnitude of 6.8 and a peak ground acceleration of 0.78 g (percent of gravity), using the U.S. Seismic Hazard Design Maps Tool. Based on the historical highest groundwater level of approximately 40 feet below ground surface, the underlying soils would not be prone to liquefaction and associated lateral spreading during the ground motion expected during a major seismic event. Furthermore, as with all development within the City, the proposed project is required to comply with the CBC and SMBC. The SMBC includes requirements to ensure that new development does not cause or exacerbate geological and soil hazards, including seismic ground shaking and seismically related ground failure. Measures to minimize the risk of loss, injury, and death from the construction of new buildings are included in the SMBC, with specific provisions for seismic design. Additionally, the proposed project would be required to meet the most recent seismic safety building criteria and construction design recommendations of the site-specific final geotechnical reports that would be prepared for the construction of project buildings. The proposed project, inclusive of the proposed changes, would not directly or indirectly cause or exacerbate adverse effects involving seismic-related ground failure.

Therefore, no new or more severe impacts associated with seismic-related ground failure would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**iv) Landslides?**

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. Thus, the geologic characteristics of the City Yards Site would remain unchanged from those discussed in the EIR. Furthermore, the proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not include the construction of additional new buildings for occupancy and construction activities would be limited to those required for the sound wall. Therefore, the design, construction, or operation of the proposed changes would not affect the geologic risks of the site.

As analyzed in the EIR, the likelihood of a landslide is low due to the relatively flat topography at the City Yards Site. Additionally, there are no significant hillsides or unstable slopes within the vicinity of the City Yards Site. According to the Seismic Hazards Zone Map for the Beverly Hills Quadrangle, the City Yards Site is not identified as susceptible to landslides (CGS 2015). Similarly, the City Yards Site and the SCD lot are not located within a City-designated High Landslide Potential Area (City of Santa Monica 1995). Due to these site conditions, the proposed project, inclusive of the proposed changes, would not expose people or structures to adverse risks associated with landslides.

Therefore, no new or more severe impacts associated with landslides would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**No Substantial Change from Previous Analysis.** The City Yards Site and the SCD lot are developed with existing structures and paved areas. As analyzed in the EIR, implementation of the City Yards Master Plan would not result in exposed areas of soil/land that could be subject to erosion. The proposed changes to the City Yards Master Plan would not result in significant new erosion impacts as construction activities

would be limited to those required for the sound wall. Temporary erosion could occur during grading and excavation activities. However, since implementation of the City Yards Master Plan would disturb greater than 1 acre of land, the construction contractor is required to prepare and comply with a stormwater pollution prevention plan (SWPPP), which would provide erosion-control measures. Additionally, Section 7010.060 of the SMMC requires construction-phase erosion-control measures to reduce erosion-related impacts (City of Santa Monica 2021).

Therefore, no new or more severe impacts associated with soil erosion or the loss of topsoil would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- c) ***Would the project 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?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. The geologic characteristics of the City Yards Site would remain unchanged from those discussed in the EIR. Furthermore, the proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not involve the construction of new buildings and construction activities would be limited to those required for the sound wall. Therefore, the design, construction, or operation of the proposed changes would not increase the geologic risks of the site.

The feasibility-level geotechnical report for the City Yards Site (Geotechnologies Inc. 2016) states that the primary geotechnical concern for the development of the site is settlement of refuse landfill, but that construction of the proposed structures is considered feasible from a geotechnical engineering standpoint. Compliance with the design measures in the site-specific final geotechnical reports (which are required as part of the plan check process) would ensure that the proposed project inclusive of the proposed changes would be designed and constructed to mitigate risks associated with highly compressible/unstable soils. As such, impacts would be less than significant.

Therefore, no new or more severe impacts associated with unstable geologic units/soils would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- d) ***Would the project 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 Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. Thus, the geologic characteristics of the City Yards Site would remain unchanged from those discussed in the EIR. Furthermore, the proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not involve the construction of new buildings for occupancy and construction activities would be limited to those required for the sound wall. Therefore, the design, construction, or operation of the proposed changes would not increase the expansive soil risks of the site.

Based on site-specific geotechnical investigations, on-site geologic materials are in the very low to moderate expansion range. The ability of moderately expansive clays to change volume could result in uplift or cracking of concrete foundations, sidewalks, or other hardscapes, in the absence of proper geotechnical engineering. In addition, as with all development in the City, the proposed project is required to comply with the SMBC. Measures to minimize the risk of expansive soils on building foundations are included in the CBC. Although the City Yards Site overlies moderately expansive soils, compliance with the design measures in the site-specific final geotechnical reports (which are required as part of the plan check process) will ensure that project design and construction would not pose risks to life or property due to potentially expansive soils. As such, impacts would be less than significant.

Therefore, no new or more severe impacts associated with expansive soils would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- e) ***Would the project 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?***

**No Substantial Change from Previous Analysis.** New buildings to be constructed under the City Yards Master Plan would connect directly to the municipal sanitary sewer system, nor would they require septic tanks or any other alternative wastewater disposal system. The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not involve the construction of new buildings that would require additional wastewater disposal.

Therefore, no new or more severe impacts associated with the adequacy of soils and septic systems would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with geology and soils would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR did not require any mitigation measures related to geology and soils.

### 3.8 Greenhouse Gas Emissions

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>VIII. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (*Less-Than-Significant Impact*)
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (*Less-Than-Significant Impact*)

#### Proposed Project Significance Determination

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

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that impacts associated with generation of greenhouse gas (GHG) emissions would be less than significant.

GHGs are gases that absorb infrared radiation in the atmosphere. The greenhouse effect is a natural process that contributes to regulating the Earth’s temperature. Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect. Principal GHGs include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, O<sub>3</sub>, and water vapor. The effect each GHG has on climate change is measured as a combination of the mass of its emissions and the potential of a gas or aerosol to trap heat in the atmosphere, known as its global warming potential, which varies among GHGs. Total GHG emissions are expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions are typically measured in terms of metric tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e). Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs (CNRA 2009).



The proposed project includes relocation of the processing and transfer facility, construction of a sound wall on the Hanson lot that extends from the existing wall on the SCD lot, and relocation of the fire lane. Construction assumptions are presented in Section 3.3. Table 6 presents the estimated annual construction emissions generated during construction of the proposed project changes (relocation of the processing and transfer facility, construction of a sound wall on the Hanson lot, and relocation of the fire lane) and the estimated annual construction emissions from the City Yards Master Plan EIR.

**Table 6. Estimated Construction Greenhouse Gas Emissions**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons per Year			
<b>City Yards Master Plan EIR</b>				
2019	161.17	0.03	0.00	161.83
2020	579.53	0.09	0.00	581.89
2021	376.76	0.06	0.00	369.25
2022	371.50	0.05	0.00	372.86
2023	256.14	0.04	0.00	257.13
2024	205.51	0.04	0.00	206.42
2025	218.84	0.03	0.00	219.62
2026	262.37	0.04	0.00	263.38
2027	86.26	0.02	0.00	86.66
<b>Processing and Transfer Facility Addendum</b>				
2022	43.39	0.01	0.00	44.04
<b>Total Emissions</b>				<b>2,563.08</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrogen dioxide; CO<sub>2</sub>e = carbon dioxide equivalent; EIR = Environmental Impact Report. See Appendix A for complete results.

As shown in Table 6, the proposed project changes would generate a total of approximately 44 MT CO<sub>2</sub>e during construction, and when added to the construction emissions estimated in the City Yards Master Plan EIR of approximately 2,519 MT CO<sub>2</sub>e, would total approximately 2,563 MT CO<sub>2</sub>e.

Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the proposed project, which is assumed to be 30 years (SCAQMD 2008b). Amortized construction emissions are estimated to be approximately 85 MT CO<sub>2</sub>e and are discussed under Operational Impacts, below.

Operation of the City Yards Master Plan, as assessed in the EIR, would result in GHG emissions through area sources; energy use (natural gas and generation of electricity consumed by the project); solid waste disposal; water supply, treatment, and distribution and wastewater treatment; stationary sources (emergency generators); off-road equipment (forklifts); and fire department training. Notably, it was assumed in the City Yards Master Plan EIR that motor vehicle trips would be reduced due to the removal of the Santa Monica Recycling Center/buy-back center.

Operation of the proposed project changes assessed in this addendum is anticipated to generate minimal GHG emissions from off-road equipment and potential energy use from lighting (electricity); no area sources, mobile source, solid waste, water and wastewater, or stationary source emissions are anticipated.

The project is not anticipated to generate a net increase in vehicle trips from employees or trucks as explained in Section 3.3(b).

Table 7 presents the estimated operational GHG emissions associated with the operation of the proposed project changes (processing and transfer facility relocation, year 2022) plus operation of the City Yards Master Plan Project as evaluated in the City Yards Master Plan EIR (year 2028) and estimated existing emissions in 2019 as evaluated in the City Yards Master Plan EIR to estimate the net change in GHG emissions. Details of the emission calculations are provided in Appendix A.

**Table 7. Estimated Operational Greenhouse Gas Emissions**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons per Year			
<b>Existing City Yards Facilities</b>				
Area	0.00	0.00	0.00	0.00
Energy (natural gas and electricity)	392.22	0.02	0.00	393.76
Mobile	—	—	—	—
Solid waste	7.58	0.45	0.00	18.77
Water supply and wastewater	82.76	0.53	0.01	99.78
<b>Existing City Yards Facilities Total</b>	<b>482.56</b>	<b>1.00</b>	<b>0.01</b>	<b>512.32</b>
<b>Proposed Project</b>				
<b>City Yards Master Plan EIR</b>				
Area	0.01	0.00	0.00	0.01
Energy (natural gas and electricity)	862.03	0.04	0.01	865.93
Mobile	—	—	—	—
Solid waste	8.22	0.49	0.00	0.36
Water supply and wastewater	93.71	0.66	0.02	115.18
Emergency generators	—	—	—	2.84
Forklifts	—	—	—	127.12
Fire Department training	—	—	—	2.87
<b>City Yards Master Plan EIR Subtotal</b>	<b>936.97</b>	<b>1.19</b>	<b>0.03</b>	<b>1,114.31</b>
<b>Processing and Transfer Facility Addendum</b>				
Area	—	—	—	—
Energy (natural gas and electricity)	1.35	0.00	0.00	1.36
Mobile	—	—	—	—
Solid waste	—	—	—	—
Water supply and wastewater	—	—	—	—
Off-road equipment	266.17	0.09	0.00	268.32
<b>Processing and Transfer Facility Addendum Subtotal</b>	<b>267.52</b>	<b>0.09</b>	<b>0.00</b>	<b>269.68</b>

**Table 7. Estimated Operational Greenhouse Gas Emissions**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons per Year			
<i>Construction (EIR and Addendum Combined, amortized over 30 years)</i>	—	—	—	85.44
<b>Total (With Amortized Construction Emissions)</b>	—	—	—	<b>1,469.43</b>
<b>Net Project Emissions</b>				
<b>Net Project Emissions (project buildout minus existing City Yards facilities)</b>				<b>957.11</b>
SCAQMD GHG Threshold				10,000
<b>Exceeds thresholds?</b>				<b>No</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrogen dioxide; CO<sub>2</sub>e = carbon dioxide equivalent; EIR = Environmental Impact Report; SCAQMD = South Coast Air Quality Management District.

See Appendix A for complete results.

GHG emissions from the City Yards Master Plan EIR are based on the “mitigated” CalEEMod outputs to incorporate water reduction consistent with California Green Building Standards (CALGreen) and compliance with the City of Santa Monica’s Zero Waste goal of 85% by 2025. Because the traffic analysis determined that the proposed project would result in a minimal increase in vehicle trips to the project site, mobile emissions were not quantified.

Table 7 indicates that the net GHG emissions associated with development of the City Yards Master Plan, including the proposed project, would be below the SCAQMD GHG threshold of 10,000 MT CO<sub>2</sub>e per year. Overall, the City Yards Master Plan would result in net operational emissions of approximately 957 MT CO<sub>2</sub>e, with the proposed project accounting for approximately 270 MT CO<sub>2</sub>e per year from operation.

Therefore, no new or more severe long-term operational impacts associated with the generation of GHG emissions would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**b) *Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that the City Yards Master Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

At the time the City Yards Master Plan EIR was prepared, the City of Santa Monica 15×15 Climate Action Plan (CAP), published in February 2013, was the applicable GHG reduction plan (City of Santa Monica 2016). The CAP was developed to meet the City’s previous target of reducing greenhouse gas emissions 15% below 1990 levels by the end of 2015. The 15×15 CAP identified 15 objectives and 34 actions to be completed by the end of fiscal year 2015. As indicated in the City’s published Final Report for the 15×15 CAP, the City exceeded this target by the end of 2015, achieving a 20% reduction from 1990 levels by reducing 35,592 MT CO<sub>2</sub>e, with 46% of the 15 objectives met and 55% of the 34 actions completed (City of Santa Monica 2016). Significant reductions were achieved through residential and commercial energy efficiency, solid waste diversion, and focusing new development around mass transit. The City Yards Master Plan was determined to not conflict with any of the GHG reducing measures or goals. Because the proposed project would include the relocation of the existing processing and transfer facility, which would involve minimal construction activity associated with development of a sound wall, the proposed project would also not conflict with the CAP.

Furthermore, the City was in the process of developing a Climate Action and Adaptation Plan (CAAP) to achieve carbon neutrality by 2050, as well as to develop measures to adapt and prepare for unavoidable climate change impacts, when the City Yards Master Plan EIR was adopted. The CAAP was adopted in May 2019 (City of Santa Monica 2019). The CAAP establishes an interim goal of reducing carbon emissions 80% below 1990 levels by 2030 to build momentum to achieving carbon neutrality by 2050 or sooner. The CAAP focuses on eight objectives in three sectors: zero net carbon buildings, zero waste, and sustainable mobility. The CAAP also lays out a framework for increasing Santa Monica's resilience to climate change through four sectors: climate ready community, water self-sufficiency, coastal flooding preparedness, and low carbon food and ecosystems. The CAAP identifies areas in local government, community building, and support to augment by including climate change considerations and adaptation measures (City of Santa Monica 2019). As previously discussed, the changes to the proposed project would relocate the existing processing and transfer facility to existing City Yards facilities and does not include the construction of new buildings and would result in minimal GHG emissions as shown in Table 7. Accordingly, the proposed project would not conflict with the CAAP.

As explained in the City Yards Master Plan EIR, at the regional level, SCAG has adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the purpose of reducing GHG emissions attributable to passenger vehicles in the City and surrounding areas. Since the EIR was adopted, SCAG adopted the 2020–2045 RTP/SCS in September 2021. In addition to demonstrating the region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands (SCAG 2020). Although the RTP/SCS does not regulate land use or supersede the exercise of land use authority by SCAG's member jurisdictions (e.g., the City), the RTP/SCS is a relevant regional reference document for purposes of evaluating the connection of land use and transportation patterns and the corresponding GHG emissions. The RTP/SCS is not directly applicable to the proposed project because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the region, as stipulated under Senate Bill 375. The proposed project would involve redevelopment and renovation of existing facilities at the City Yards. Additionally, the proposed project would result in no net increase in vehicle trips to the project site. As such, the project would not conflict with the goals and policies of the RTP/SCS.

The Scoping Plan, approved by CARB on in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs (CARB 2017). As such, the Scoping Plan is not directly applicable to specific projects. Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high global warming potential GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. To the extent that these regulations are applicable to the proposed project, the proposed project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Regarding consistency with Senate Bill 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan: Building on the Framework that “California is on track to meet the near-term 2020 GHG emissions limit and is well-positioned to maintain and continue reductions beyond 2020 as required by AB [Assembly Bill] 32” (CARB 2014). CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in Assembly Bill 32, Senate Bill 32, and Executive Order S-3-05. The proposed project would not interfere with implementation of GHG reduction goals for 2030 or 2050 because it would not exceed the SCAQMD’s recommended threshold of 10,000 MT CO<sub>2e</sub> per year for industrial projects. Because the project would not exceed these thresholds, this analysis provides support for the conclusion that the project would not impede the state’s trajectory toward the previously described statewide GHG reduction goals for 2030 or 2050.

Therefore, no new or more severe long-term operational impacts associated with applicable GHG reduction plans, policies, or regulations would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with GHG emissions would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to GHG emissions.

**3.9 Hazards and Hazardous Materials**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Previous Significance Determination**

The City Yards Master Plan EIR determined that development in accordance with City Yards Master Plan would result in the following:

- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *(Less-Than-Significant Impact With Mitigation Incorporated)*
- b) Would the project 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 With Mitigation Incorporated)*

- c) Would the project 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 With Mitigation Incorporated*)
- d) Would the project be located on a site that 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? (*Less-Than-Significant Impact With Mitigation Incorporated*)
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*Less-Than-Significant Impact*)
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*No Impact*)
- g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*Less-Than-Significant Impact*)
- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*No Impact*)

### Proposed Project Significance Determination

- a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

***and***

- b) ***Would the project 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?***

### Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan, including the proposed changes, would be constructed in phases over an approximately 9-year period. The duration of the majority of construction phases would be greater than 1 year, and activities during phases would generally be concentrated in a specific area of the City Yards Site. Throughout the various phases a variety of hazardous substances and wastes would be transported to and stored, used, and handled on the City Yards Site.

### Use of Hazardous Materials

As analyzed in the City Yards Master Plan EIR, construction activities on the City Yards Site would involve the use and storage of a variety of hazardous materials, including fuel, oil, grease, solvents, and paints. These materials would be handled, stored, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Improper handling and/or use of these materials during construction would represent a potential risk to the public and the environment. Construction contractors are responsible for accident prevention and containment, and construction specifications typically include provisions to properly manage hazardous substances and wastes. All contractors are required to comply with applicable regulations and Occupational Safety and Health

Administration guidelines regarding the transport, use, and disposal of hazardous materials and hazardous waste. Examples of hazardous materials management include providing completely enclosed containment for all refuse generated in the planning area. In addition, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed and transported to a permitted waste facility for treatment, storage, and/or disposal. Compliance with applicable regulations and Occupational Safety and Health Administration guidelines would ensure that proper use and disposal of these materials would not pose a significant risk to the public and the environment. In addition, the proposed project (inclusive of the proposed changes) would be required to comply with the Construction General Permit. This will require preparation of a SWPPP and development of best management practices (BMPs) for potential pollutants created by all phase of construction activity. As a result, the use of these hazardous materials for their intended use would not pose a significant threat.

### Lead-Based Paint and Asbestos

The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not result in the demolition of any additional structures. As such, there would be no additional demolition of existing structures, other than the demolition already assessed within the City Yards Master Plan EIR. The City Yards Master Plan EIR determined implementation of MM-HAZ-1 would be required to reduce potential impacts associated with exposure to asbestos and lead-based paint.

### Contaminated Soils

The proposed changes to the City Yards Master Plan are within the existing City Yards Site and adjacent SCD lot. The characteristics of the subsurface soils underlying the project area would remain unchanged from those discussed in the EIR, and as such, no new or more severe impacts associated with contaminated soils would occur. The City Yards Site is listed as a leaking underground storage tank closed cleanup site case due to impacts from former leaking tanks and has four existing permitted underground storage tanks (USTs). Therefore, MM-HAZ-2 is required to reduce impacts from potentially contaminated soils through preparation of a hazardous materials contingency plan.

### Former Clay Pit and Landfill

The City Yards Site is located over a former clay pit and landfill. The only new construction associated with the relocation of the processing and transfer facility would be the sound wall and it is not proposed in the landfill area. Thus, the characteristics of the subsurface soils underlying the site would remain unchanged from those discussed in the EIR, and no new or more severe impacts associated with impact of the former landfill would occur. The City Yards Master Plan would still be required to implement MM-HAZ-3 and MM-HAZ-4 to reduce potential for gas flow impacts related to the removal of the existing landfill gas control system.

Therefore, with implementation of MM-HAZ-1 through MM-HAZ-4, no new or more severe short-term construction impacts associated with creation of a hazard to the public or the environment due to hazardous materials would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.



## Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan would not result in a change in the City's operations at the site. The relocation of the processing and transfer facility would not change the previous determination made by the City Yards Master Plan EIR. The proposed sound wall would not result in new or more severe hazards or hazardous materials impacts. Routine operations at the City Yards Site would continue to involve the storage, use, and disposal of various hazardous materials, including chemical reagents, pesticides, solvents, fuels, paints, and cleansers. All hazardous materials generated and/or used on the project property would be managed in accordance with all relevant federal, state, and local laws, including the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5), Occupational Safety and Health Administration Standards, and the Hazardous Waste Control Regulations (22 CCR 4.5). Given compliance with these regulations, the transport, use, and disposal of hazardous materials would not pose a significant hazard to the public or the environment.

Therefore, with implementation of MM-HAZ-1 through MM-HAZ-4, no new or more severe long-term operational impacts associated with creation of a hazard to the public or the environment due to hazardous materials would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**No Substantial Change from Previous Analysis.** Edison Language Academy is located at 2402 Virginia Avenue, approximately 450 feet south of the City Yards Site across from I-10 (Santa Monica Freeway). As discussed in Sections 3.9(a) and 3.9(b), construction and operations would result in the handling of hazardous materials. The proposed changes would not result in any new or more severe impacts related to the handling of hazardous materials. The relocation of the processing and transfer facility would not change the previous determination made by the City Yards Master Plan EIR with regard to operational hazards because the processing and transfer facility occurred under the existing conditions analyzed in the previously certified EIR. The construction of the proposed sound wall would not result in operational impacts.

Therefore, with implementation of MM-HAZ-1 and MM-HAZ-2, no new or more severe impacts associated with emitting or handling hazardous materials within 0.25 miles of a school would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- d) ***Would the project be located on a site that 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 Substantial Change from Previous Analysis.** The provisions in California Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the legislator who authored the legislation that enacted it). The list, or a site's presence on the list, has bearing on the local permitting process, as well as on compliance with CEQA.

The proposed changes to the City Yards Master Plan are located within the existing City Yards Site, analyzed within the City Yards Master Plan EIR, and the adjacent SCD lot. The City Yards Site is listed in 22 regulatory

databases. Additionally, there were several generations of USTs at the City Yards Site. In total, 20 USTs have been recorded at the site. Ten were removed in 1987, and six were removed in 1999. There are currently four USTs permitted at the subject property (three 6,500-gallon USTs and one 6,000-gallon UST). Diesel fuel is stored in two 6,500-gallon USTs; gasoline is stored in one 6,500-gallon UST and one 6,000-gallon UST. Although the leaking underground storage tank case was closed in May 2013, there is the possibility of residual contamination in place in soils, and there may be locations on the project site with previously unidentified contamination.

Therefore, with implementation of MM-HAZ-2, no new or more severe impacts associated with hazardous materials sites would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- 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?***

***and***

- f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

**No Substantial Change from Previous Analysis.** No private airstrips are located near the City Yards Site. The City Yards Site is located in the vicinity of the Santa Monica Municipal Airport. The Santa Monica Municipal Airport is located approximately 1.7 miles southeast of the project site. However, the City Yards Site is not identified as being located within the Airport Influence Area for the Santa Monica Municipal Airport (ALUC 2003). Furthermore, the City and the Federal Aviation Administration signed a settlement agreement that will lead to the eventual closure of the Santa Monica Municipal Airport after 2028 (FAA 2017). The City Yards Site is approximately 6 miles from the Los Angeles International Airport and is not within the Los Angeles International Airport Influence Area (ALUC 2003).

Therefore, no new or more severe impacts associated with public airport and private airstrip hazards would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- g) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not include the construction of new buildings and construction activities that would impair an emergency evacuation plan. Construction associated with the implementation of the proposed project (inclusive of the proposed changes) could result in a temporary increase in construction in the area surrounding the City Yards Site. The fire lane that currently bisects the Hanson lot would be moved to a location north of the Hanson lot that connects to the fire access gate at the mobile home park. However, all access to local roads would be maintained during construction of the proposed project; therefore, emergency access would be ensured and would not interfere with an emergency evacuation plans.

Additionally, although implementation of the proposed project would result in a change in on-site circulation, there would not be significant impacts to evacuation plans. New buildings would be developed in accordance with the CBC and California Fire Code requirements that address building safety and emergency exits.

Therefore, no new or more severe impacts associated with emergency response or evacuation plans would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

**No Substantial Change from Previous Analysis.** The City Yards Site and SCD lot are located in an urbanized portion of the City with surrounding commercial, residential, and industrial uses. The closest wildlands are north of the City near the Will Rogers Historic State Park, approximately 6 miles away. Due to the intervening development between the project site and Will Rogers Historic State Park, the proposed project inclusive of the proposed change would not expose people or structures to wildland fires.

Therefore, no new or more severe impacts associated with wildland fires would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with hazards and hazardous materials would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR required the following applicable mitigation measures related to hazards and hazardous materials, which remain applicable:

- MM-HAZ-1      Prior to demolition or renovation of on-site buildings, a lead-based paint and asbestos survey shall be conducted by a California Occupational Safety and Health Administration-certified asbestos consultant and/or certified site surveillance technician and a California Department of Public Health-certified lead inspector/risk assessor or sampling technician. A report documenting material types, conditions, and general quantities shall be provided, along with photos of positive materials and diagrams. Demolition or renovation plans and contract specifications shall incorporate any abatement procedures for the removal of material containing asbestos or lead-based paint. All abatement work shall be done in accordance with federal, state, and local regulations.

MM-HAZ-2 A hazardous materials contingency plan shall be followed during demolition, excavation, and construction activities for the proposed project. The hazardous materials contingency plan shall include, at a minimum, the following:

- Identification of known and suspected areas with hazardous waste and/or hazardous materials of concern
- Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern
- Procedures for restricting access to the contaminated area except for properly trained personnel
- Procedures for notification and reporting, including internal management and local agencies (e.g., Santa Monica Fire Department, County of Los Angeles Fire Department), as needed
- Health and safety measures for removal and excavation of contaminated soil
- Procedures for characterizing and managing excavated soils
- Procedures for certification of completion of remediation
- Regulatory considerations
- Worker health and safety plan for management of contaminated materials

Site workers shall be familiar with the hazardous materials contingency plan and should be fully trained on how to identify suspected contaminated soil.

MM-HAZ-3 Per South Coast Air Quality Management District Rule 1150, an excavation management plan should be submitted for approval before excavation of a landfill. The excavation management plan should include information regarding the quantity and characteristics of the material to be excavated and transported, identify mitigation measures to be enacted as necessary during excavation to ensure that a public nuisance condition does not occur (e.g., gas collection and disposal, encapsulation, covering of the material, chemical neutralizing, or other measures), and include provisions for immediate cessation of excavation activities if there is a public nuisance.

MM-HAZ-4 If construction activities would impact the landfill, prior to obtaining grading permits, soil shall be sampled and analyzed for metals. Sampling shall be conducted in accordance with applicable regulatory guidance documents. The soil testing will confirm the presence or absence of on-site contamination associated with past uses on the project site. Any soil that exceeds applicable and appropriate regulatory thresholds shall be delineated, remediated, and/or properly disposed of in accordance with Los Angeles County Certified Unified Program Agency requirements.

### 3.10 Hydrology and Water Quality

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- i) Would the project violate any water quality standards or waste discharge requirements? (Less-Than-Significant Impact)
- j) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Less-Than-Significant Impact)
- k) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Less-Than-Significant Impact)
- l) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Less-Than-Significant Impact)
- m) Would the project 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? (Less-Than-Significant Impact)
- n) Would the project otherwise substantially degrade water quality? (Less-Than-Significant Impact)
- o) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)
- p) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (No Impact)
- q) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (No Impact)
- r) Would the project be susceptible to inundation by seiche, tsunami, or mudflow? (No Impact)

## Proposed Project Significance Determination

- a) *Would the project violate any water quality standards or waste discharge requirements?*
- and*
- c) *Would the project 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 result in substantial erosion or siltation on- or off-site?*
- and*
- f) *Would the project otherwise substantially degrade water quality?*

## Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** Project construction would include earthwork activities that could potentially result in erosion, which subsequently could degrade downstream water quality and/or violate water quality standards.

## Surface Water Quality

Since the City Yards Master Plan, including the proposed changes, would result in more than 1 acre of ground disturbance, the City Yards Master Plan would be required to comply with the National Pollutant Discharge Elimination System stormwater program's Construction General Permit. The Construction General Permit requires development and implementation of a SWPPP. Among the required items that must be included in a SWPPP are project design features intended to protect against substantial soil erosion as a result of water and wind erosion, commonly known as BMPs. Typical BMPs include diverting off-site runoff away from the construction site, vegetating landscaped/vegetated swale areas, and placing perimeter straw wattles to prevent off-site erosion transport. Incorporation of BMPs would reduce both stormwater runoff and soil erosion impacts to acceptable levels, which would subsequently minimize the opportunity for impacts to downstream receiving waters.

## Groundwater Quality

As a result of the City Yards Site's historic use as a City vehicle fueling and maintenance facility, VOCs have been detected in groundwater underlying the site. Soil vapor extraction and air sparging were used at the project site to remove VOCs from soil and groundwater, and the case was closed with respect to regulatory oversight on May 16, 2013. In addition, chlorinated solvents have been detected in monitoring wells installed in association with the former on-site landfill. However, these solvent concentrations in groundwater appear to have been from off-site sources and not from the landfill. The landfill site was closed with respect to regulatory oversight on August 27, 2012.

Based on a liquefaction assessment completed for the region, the historically highest groundwater level beneath the site was approximately 40 feet below ground surface. In addition, geotechnical investigations at the site have encountered perched groundwater at depths ranging from 29 to 57 feet. Based on this depth to groundwater, it is unlikely that dewatering would be required during construction activities. Based

on site closure regulatory status of the fueling facility and landfill, as well as the lack of groundwater anticipated in proposed excavations, impacts associated with groundwater contamination beneath the site would be less than significant.

Therefore, no new or more severe short-term construction impacts associated with water quality standards, existing drainage patterns, or stormwater drainage system capacity would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** As proposed, the City intends to modernize City Yards operations through the construction of new structures that would be similar in scale to existing structures. However, the City Yards Master Plan would not result in a change in the City's operations at the site. The relocation of the processing and transfer facility would not change the previous determination made by the City Yards Master Plan EIR with regard to hydrology as the entire site including the retention of the processing and transfer facility would be subject to the City's Urban Runoff Management Ordinance. The proposed sound wall would not alter drainage and impact water quality. Additionally, the relocation of the fire lane would result in no change from the existing conditions.

Under existing conditions, runoff from approximately 11.9 acres of the City Yards Site is discharged into the sewer due to the industrial nature of the site and the water quality of the runoff. The City Yards Master Plan would improve water quality as compared to existing conditions. Under the City Yards Master Plan, a number of existing uncovered industrial-heavy uses and operations taking place outside would be contained within new buildings and concentrated within a particular area of the City Yards Site. Further, the City Yards Master Plan would include new open space/planted areas and vegetated swales, thus reducing the area of potential polluted runoff.

In addition, in accordance with Low Impact Development requirements for urban runoff, the first 0.75 inches of stormwater runoff would be captured via a combination of catch basins, area drains, roof/trench drains, and bioswales, and mechanically treated using methods such as Continuous Deflective Separator Stormwater Treatment technology, before it flows to the county's 45-inch storm drain line. Further, in accordance with Chapter 7.10 of the SMMC, the City would be required to develop and implement a runoff mitigation plan for the City Yards Site, which would specify BMPs and other measures to reduce polluted runoff. Inclusion of BMPs per the runoff mitigation plan, in combination with compliance with existing regulations, would minimize polluted runoff.

The relocation of the processing and transfer facility would not change the previous determination made by the City Yards Master Plan EIR with regard to hydrology as the entire site including the retention of the processing and transfer facility would be subject to the City's Urban Runoff Management Ordinance. The proposed sound wall would not alter drainage and impact water quality. Additionally, the relocation of the fire lane would result in no change from the existing conditions.

Therefore, no new or more severe long-term operational impacts associated with water quality standards, existing drainage patterns, or stormwater drainage system capacity would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.



- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?*

### Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** The EIR analysis conducted for the City Yards Master Plan concluded that construction would not include dewatering; therefore, no impacts would occur to groundwater levels with respect to construction dewatering. Water used during demolition and construction for cleaning, dust control, and other uses would be nominal with respect to groundwater use. Therefore, construction activities would not substantially deplete groundwater supplies, lower the local groundwater table, or interfere substantially with groundwater recharge. The proposed changes to the City Yards Master Plan include the construction of the sound wall, which would similarly not require dewatering, and would result in nominal water use.

Therefore, no new or more severe short-term construction impacts associated with groundwater supplies or groundwater recharge would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan would not result in a change in the City's operations at the site. The relocation of the processing and transfer facility would not change the previous determination made by the City Yards Master Plan EIR with regard to groundwater because the processing and transfer facility occurred under the existing conditions analyzed in the previously certified EIR and would be a minor change in location. The proposed sound wall would not necessitate a need for groundwater. Thus, the water demand generated by the proposed project would remain relatively unchanged, since the specific land uses and operations of the City Yards would remain unchanged. Therefore, no additional groundwater withdrawals beyond those currently allocated to serve the project site are anticipated, and groundwater levels would not be substantially affected during proposed project operations.

The City Yards Site is currently developed with buildings or paved, with the exception of relatively small landscape areas. Due to the relatively impermeable nature of the underlying cohesive native soils, the presence of a refuse landfill, and the potential for creating perched water zones within the landfill pit, infiltration of substantial amounts of stormwater into the underlying soils on the site, such as via a retention basin, is infeasible. Therefore, no change in groundwater recharge potential would occur.

Therefore, no new or more severe long-term operation impacts associated with groundwater supplies or groundwater recharge would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- d) ***Would the project 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 result in flooding on- or off-site?***

***and***

- e) ***Would the project 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?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the existing City Yards Site, which was previously analyzed in the City Yards Master Plan EIR and the adjacent paved SCD lot.

As analyzed in the City Yards Master Plan EIR, implementation of the City Yards Master Plan would alter the existing drainage patterns of the project site with redevelopment of the buildings, introduction of new pervious surfaces/landscaped areas, and replacement/reconfiguration of on-site storm drains. However, under proposed project conditions, the City would implement a stormwater management approach to avoid discharge of stormwater runoff to the sewer system. Thus, 100% of stormwater runoff is assumed to discharge to the Los Angeles County Flood Control District's 45-inch-diameter storm drain, which would result in an increase in peak storm flows of 25.51 cubic feet per second (cfs) for a 25-year storm event and 32.43 cfs for a 50-year storm event. However, stormwater runoff associated with precipitation events in excess of the first 0.75 inches of rain would drain to the storm drain in quantities in excess of existing site conditions. Based on a project-specific hydraulic analysis conducted for the City Yards Master Plan EIR by the Los Angeles County Flood Control District, the allowable discharge from the project site to the underlying 45-inch storm drain will be 2.436 cfs/acre (KPF 2018). This amount is equivalent to an allowable peak flow of 35.81 cfs for the 14.7-acre site, which exceeds the anticipated 25-year storm event of 32.85 cfs. As a result, the storm drain could accommodate project-related increases in stormwater runoff. The addition of activities on the SCD lot that are already existing would not substantially add additional sources of polluted runoff.

Therefore, no new or more severe impacts associated with runoff would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- g) ***Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map??***

***and***

- h) ***Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

***and***

- i) ***Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the existing City Yards Site and adjacent SCD lot. As analyzed in the City Yards Master Plan EIR the City

Yards Site is not located within a 100-year flood hazard area or an area susceptible to flooding or inundation as a result of levee or dam inundation failure. According to the Federal Emergency Management Agency Flood Insurance Rate Map (FEMA 2020), the City Yards Site is located outside of both a 1% Annual Chance Flood Hazard Zone (100-year floodplain) and 0.2% Annual Chance Flood Hazard Zone (500-year floodplain). Additionally, the General Plan Safety Element defines risk in the City from inundation or flooding resulting from the failure of a dam or levee as “low.” In addition, Safety Element Policies 3.1 and 3.2 include design requirements and require site-specific evaluation and consideration of individual projects to ensure the risks associated with development within a dam inundation zone are minimized (City of Santa Monica 1995). The proposed project inclusive of the proposed changes would not place structures on site that would impede or expose people or structures to risk of flooding.

Therefore, no new or more severe impacts associated with flooding would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**j) *Would the project be susceptible to inundation by seiche, tsunami, or mudflow?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the existing City Yards Site and adjacent SCD lot. As analyzed in the City Yards Master Plan EIR, the City Yards Site is not located within a potential tsunami inundation area as identified in the Santa Monica Safety Element (City of Santa Monica 1995). Further, the City Yards Site and SCD lot are located approximately 2 miles inland from the coast. The possibility of a tsunami affecting the site is considered to be remote. Damage to the City Yards Site due to a seiche, a seismic-induced wave generated in a restricted body of water, is not likely at the site because no such bodies of water are located near the site. The proposed project inclusive of the proposed changes would not be at risk to inundation from seiche, tsunami, or mudflow.

Therefore, no new or more severe impacts associated with tsunami, mudflow, or seiche would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.

## **Conclusion**

In conclusion, no new or more severe impacts associated with hydrology and water quality would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## **Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to hydrology and water quality.

### 3.11 Land Use and Planning

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project physically divide an established community? *(No Impact)*
- b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? *(Less-Than-Significant Impact)*
- c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? *(No Impact)*

#### Proposed Project Significance Determination

- a) ***Would the project physically divide an established community?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. The project site is currently developed with City Yards facilities. The proposed project inclusive of the proposed changes to the City Yards Master Plan would reconfigure and redesign the City Yards to improve operations. The proposed project does not propose an extension of infrastructure or uses into established neighborhoods. Thus, implementation of the proposed changes would not physically divide an existing community.

Therefore, no new or more severe impacts associated with the physical division of an established community would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Substantial Change from Previous Analysis.** The proposed locations for the changes to the City Yards Master Plan are within the existing City Yards Site, analyzed in the City Yards Master Plan EIR, and the adjacent SCD lot. The proposed project inclusive of the proposed changes to the City Yards Master Plan EIR would remain consistent with the City's Land Use and Circulation Element and SCAG goals of focusing land use changes in limited areas of the City near transit and along transportation corridors to preserve the City's existing residential neighborhoods. The proposed project inclusive of the proposed changes would be consistent with the policies and standards identified within the Land Use and Circulation Element and Zoning Ordinance to guide the proposed redevelopment.

Therefore, no new or more severe impacts associated with applicable land use plans, policies, and regulations would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Substantial Change from Previous Analysis.** There are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that apply to the City. Consequently, the proposed project inclusive of the proposed changes would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan.

Therefore, no new or more severe impacts associated with an adopted habitat conservation plan would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with land use and planning would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR did not require any mitigation measures related to land use and planning.

### 3.12 Mineral Resources

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XII. MINERAL RESOURCES – Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project 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)*
- b) Would the project 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)*

#### Proposed Project Significance Determination

- a) ***Would the project 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?***  
  
***and***
- b) ***Would the project 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 Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and adjacent SCD lot. As analyzed in the City Yards Master Plan EIR, a portion of the City Yards Site was an abandoned clay-mining pit. After the clay quarries were depleted, the area was used as a landfill by the City. The landfill operated as a municipal solid waste and incinerator ash landfill from mid-1940s until December 1970. The City Yards Site was then developed with its existing industrial uses. As such, implementation of the proposed project inclusive of the proposed changes would not result in the loss of availability of a known mineral resource because the clay has been depleted and developed for more than 50 years.

Therefore, no new or more severe impacts associated with mineral resources would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with the mineral resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to mineral resources.

**3.13 Neighborhood Effects**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XIII. NEIGHBORHOOD EFFECTS – Would the project:</b>				
a) Have considerable effects on the City’s residential neighborhoods?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Previous Significance Determination**

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project have considerable effects on the City’s residential neighborhoods? (*Less-Than-Significant Impact*)

**Proposed Project Significance Determination**

- a) ***Would the project have considerable effects on the City’s residential neighborhoods?***

**No Substantial Change from the Previous Analysis.** The City Yards Master Plan EIR concluded that neighborhood effects of the City Yards Master Plan would not result in significant impacts. In general, the City considers “neighborhood effects” to be the composite long-term effects of aesthetics, air quality, noise, land use, public safety, and transportation/traffic on residential uses in the neighborhood. As such, the potential for the proposed changes to result in new or more significant impacts is further discussed in Sections 3.1; 3.3; 3.11, Land Use and Planning; 3.14; 3.16, Public Services; and 3.18. As discussed herein, the proposed changes to the City Yards Master Plan would not result in new or more severe impacts related to aesthetics, air quality, land use and planning, noise, public services, and transportation and circulation. For further details, refer to each individual resource section.

Therefore, no new or more severe impacts associated with neighborhood effects would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with the neighborhood effects would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to neighborhood effects.

**3.14 Noise**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XIV. NOISE – Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*Less-Than-Significant Impact With Mitigation Incorporated*)
- b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*Less-Than-Significant Impact*)
- c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*Less-Than-Significant Impact*)
- d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (*Less-Than-Significant Impact With Mitigation Incorporated*)
- e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*Less-Than-Significant Impact*)
- f) Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*No Impact*)

### Proposed Project Significance Determination

- a) ***Would the project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

#### Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the existing City Yards Site and the adjacent SCD lot. As analyzed in the EIR, impacts associated with noise from project-related construction activities would be less than significant with MM-NOI-1, which requires, among other things, the scheduling of construction activities to avoid the simultaneous operation of construction equipment, properly operating and maintaining mufflers, a temporary construction noise barrier, and shutting off idling equipment.

Based on construction phasing and equipment assumptions provided by the City and CalEEMod default values (consistent with the air quality analysis [Section 3.3]), a spreadsheet version of the Federal Highway Administration's Roadway Construction Noise Model (FHWA 2008) was used to estimate short-term noise levels from the proposed changes. As shown in Table 8, the proposed changes would result in lower construction noise levels overall relative to those estimated for the City Yards Master Plan, particularly for the noisiest phases. Construction noise levels associated with the proposed changes are estimated to be approximately 2 to 9 decibels lower than those from the City Yards Master Plan (depending upon construction phase), with two exceptions. Typical construction work during site preparation is predicted to create approximately the same noise level as originally predicted, and typical construction work during architectural coating is predicted to result in noise levels approximately 2 decibels higher than originally predicted; however, the levels during the architectural coating phase would still be relatively low and would still represent the quietest construction phase. As such, the proposed changes would not result in new significant impacts related to project construction, or the need for new mitigation measures.

However, construction noise from the proposed changes would still be considered relatively high compared to existing ambient noise levels in the project area and would thus still exceed the construction noise threshold identified in the certified EIR.<sup>3</sup> However, as with the approved project, implementation of MM-NOI-1 from the certified EIR would result in substantial decreases in noise from construction. These measures require that standard construction noise reduction measures (such as ensuring that mufflers are in good working order, shutting off idling equipment, use of temporary noise barriers, locating staging areas as far as possible from noise-sensitive uses, etc.) are implemented. As described in the certified EIR, when put together, the noise reduction measures set forth in MM-NOI-1 would result in substantial decreases in noise from construction. As such, impacts would be reduced and would be less than significant with mitigation. The proposed changes would not result in new significant impacts, nor would they result in substantial increases in the severity of impacts or the need for new mitigation measures in the category of construction noise.

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<sup>3</sup> As discussed on page 4.11-21 of the certified EIR, the applicable construction noise threshold for construction noise is 75 dBA  $L_{eq}$ .

**Table 8. Construction Noise Model Results Summary**

Construction Phase	Comparison of Construction Noise at Representative Receiver Distances (L <sub>eq</sub> [dBA]) <sup>1</sup>					
	Approved Project		Modified Project		Noise Level Difference (Approved Project vs. Modified Project)	
	Nearest Construction Work (25 Feet Approx.)	Typical Construction Work (160 Feet Approx.)	Nearest Construction Work (25 Feet Approx.) <sup>2</sup>	Typical Construction Work (100 Feet Approx.)	Nearest Construction Work (25 Feet Approx.)	Typical Construction Work (160 vs. 100 Feet Approx.)
Demolition	N/A	N/A	N/A	N/A	N/A	N/A
Site Preparation	90	74	87	74	-3	0
Grading	87	71	N/A	N/A	N/A	N/A
Building Construction	90	71	81	67	-9	-4
Paving	N/A	N/A	82	72	N/A	N/A
Architectural Coating	80	64	78	66	-2	2

Source: Appendix B.

Notes: Leq = sound equivalent level; dBA = A-weighted decibels.

- <sup>1</sup> Values shown represent a comparison of the unmitigated construction noise estimates for the originally proposed project first phase (from Table 4.11-8 of the Draft EIR) to the unmitigated construction noise of the proposed changes. Note that the noise analysis conservatively assumes there would be no intervening noise barriers.
- <sup>2</sup> The nearest sensitive receptors are the residential uses at the Mountain View mobile home park located approximately 25 feet to the east of the project site.

Therefore, with implementation of MM-NOI-1, no new or more severe short-term construction impacts associated with noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that long-term on-site noise associated with the City Yards operations would be less than significant based upon the elimination or relocation of the buy-back center, the fact that the overall functionality and activities on site would be unchanged, and the construction of new structures that would provide noise reduction between the activity noise and the residences to the southeast.

In order to determine the extent of potential noise impacts resulting from the proposed changes, a series of noise measurements were conducted in and adjacent to the Hanson lot and the SCD lot, as shown in Figure 5, Noise Measurement Locations, and documented in Appendix B. The proposed project changes would consist primarily of a relocation of the City’s tip and transfer facility from its current location at City Yards south of the Fire Department Training area to the Hanson and SCD lots. Moving these operations substantially closer to the nearest noise-sensitive uses (i.e., the mobile homes to the east of the project site) has the potential to increase noise levels beyond those assessed in the City Yards Master Plan EIR and to potentially exceed applicable City noise standards.

The normally acceptable sound level is 60 decibels for residential uses, with up to 70 decibels being conditionally acceptable. In order to reduce noise levels resulting from the relocation of the tip and transfer

activities closer to the mobile homes, a noise barrier (also known as a sound wall) would be constructed as part of the proposed changes. As described in Section 2.3.2, Proposed Sound Wall, and shown in Figure 3, the sound wall would be constructed from the existing 14-foot-high wall on the SCD lot to the northeast corner of the Hanson lot. The sound wall would have an overall height of 12 feet and would be approximately 150 to 200 feet long. In concert with the existing wall on the SCD lot, the sound wall on the Hanson Lot would effectively ensure that noise levels from the proposed project changes are not increased substantially above those analyzed in the City Yards Master Plan EIR and do not exceed City noise standards (please see Appendix B for detailed analysis data and discussion).

Therefore, no new or more severe long-term operational impacts associated with noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

### Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that impacts related to groundborne vibration during construction would be less than significant. Based on the assumption that construction would take place within approximately 25 feet of the nearest sensitive receptor, vibration from construction would be well below the California Department of Transportation threshold of “distinctly perceptible” (0.24 inches per second peak particle velocity), as well as the threshold for structural damage (0.5 inches per second peak particle velocity or greater for buildings of reinforced-concrete, steel, or timber construction). Additionally, vibration from construction is exempt from the City’s municipal code.

Under the proposed project changes, the associated construction activities would be less intensive (i.e., fewer pieces and types of equipment, overall) than anticipated for the City Yards Master Plan EIR. Additionally, the construction activities from the proposed project changes would take place within approximately 25 feet or more of the nearest noise-and vibration-sensitive uses (the mobile home park residences to the east); thus, the estimated vibration levels would be the same as or less than the analysis previously conducted.

Therefore, no new or more severe short-term vibration impacts associated with construction noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan EIR found that impacts related to groundborne vibration during operation would be less than significant. Based upon the assumption that heavy equipment would likely be used to periodically move and load materials around the site or onto/off of trucks within 50 feet of the nearest residences, the vibration level from operations activity would be approximately 0.032 inches per second peak particle velocity and would thus be less than either the California Department of Transportation or the City thresholds of perceptibility. Furthermore, the

vibration from moving vehicles is exempt from the City’s municipal code. Vibration during operation was determined to be less than significant and no mitigation is required.

Under the proposed project changes, the nearest anticipated heavy equipment usage would remain at approximately 50 feet or more from the nearest noise-and vibration-sensitive uses (the residences to the southeast); thus, the estimated worst-case vibration levels would be the same as for the analysis previously conducted.

Therefore, no new or more severe long-term vibration impacts associated with operation noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- c) ***Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

**No Substantial Change from Previous Analysis.** As discussed in Section 3.14(a), a sound wall would be constructed as part of the proposed project changes. The sound wall would substantially reduce noise levels from the proposed relocation of tip and transfer activities and construction of the wall would not exceed City noise standards (please see Appendix B for detailed analysis data and discussion).

Therefore, no new or more severe impacts associated with noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- d) ***Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

**No Substantial Change from Previous Analysis.** As discussed in Section 3.14(a), construction associated with the proposed changes would utilize machinery that would generate noise. However, the construction activities would take place within approximately 25 feet or more of the nearest noise- and vibration-sensitive uses (the residences to the east), which is the same distance assessed for the City Yards Master Plan EIR, and for the most part would be less intensive, resulting in lower noise levels; thus, the estimated noise levels would be approximately the same or lower than the analysis previously conducted.

Therefore, with implementation of MM-NOI-1, no new or more severe impacts associated with noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

**and**

- f) ***For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

**No Substantial Change from Previous Analysis.** The City Yards Site is not located within the vicinity of a private airstrip. As analyzed in the EIR, the City Yards Master Plan would not expose people to excessive noise levels from a private airstrip. The project site is located in the vicinity of the Santa Monica Municipal

Airport. The Santa Monica Municipal Airport is located approximately 1.7 miles southeast of the project site. However, the project site is not identified as being located within the Airport Noise Contour Area of the Santa Monica Airport (ALUC 2003). The project site is located approximately 1 mile from the northwest edge of the Airport Noise Contour Area. Furthermore, the City and the Federal Aviation Administration signed a settlement agreement that will lead to the eventual closure of the Santa Monica Municipal Airport after 2028 (FAA 2017). The project site is approximately 6 miles north of Los Angeles International Airport and is not within the Los Angeles International Airport Influence Area (ALUC 2003). No private airstrips are located in the project area. The nearest active public-use airport to the project site is Ontario International Airport, which is located approximately 7 miles west, well outside of the project area.

Therefore, no new or more severe impacts associated with public airport and private airstrip noise would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, with implementation of MM-NOI-1, no new or more severe impacts associated with the noise would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR required the following applicable mitigation measures related to noise, which remain applicable:

- MM-NOI-1      The City shall adhere to the following measures for all phases of the proposed project as a condition of approving the grading permit:
- i.    The project contractor shall, to the extent feasible, schedule construction activities to avoid the simultaneous operation of construction equipment so as to minimize noise levels resulting from operating several pieces of high-noise-level-emitting equipment.
  - ii.   All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. Enforcement shall be accomplished by random field inspections by City personnel during construction activities.
  - iii.  A temporary construction noise barrier shall be erected at the southeasterly project boundary between the adjacent residences and the project site. The construction noise barrier shall be a minimum of 10 feet in height, have a surface density of at least 4 pounds per square foot, and be free of gaps or openings.
  - iv.   Construction noise reduction methods such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and adjacent residences, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
  - v.    During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors.

- vi. As specified in Section 4.12.120 of the City’s Municipal Code, signage shall be posted at the project site entrance with permitted construction work hours, telephone numbers where violations can be reported, the location of the job site, and the permit number issued authorizing the work.

### 3.15 Population and Housing

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XV. POPULATION AND HOUSING – Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? *(Less-Than-Significant Impact)*
- b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? *(No Impact)*
- c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? *(No Impact)*

## Proposed Project Significance Determination

- a) ***Would the project 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)?***

No Substantial Change from Previous Analysis. The proposed project inclusive of the proposed changes consists of redesign and reconstruction of the City Yards Site. The proposed project would not replace the current industrial uses with new businesses and no development of housing is proposed. The proposed improvements are not an expansion of capacity and would not directly induce population growth in the area.

Therefore, no new or more severe impacts associated with population growth would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- b) ***Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

***and***

- c) ***Would the project displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere?***

No Substantial Change from Previous Analysis. The proposed changes to the City Yards Master Plan are located within the City Yards Site and the adjacent SCD lot which are both zoned Industrial Conservation. No housing exists on the City Yards Site, and as such, no displacement of housing or people would occur.

Therefore, no new or more severe impacts associated with the displacement of housing or people would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with population and housing would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR did not require any mitigation measures related to population and housing.



### 3.16 Public Services

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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**XVI. PUBLIC SERVICES**

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - i. Fire protection? (*Less-Than-Significant Impact*)
  - ii. Police protection? (*Less-Than-Significant Impact*)
  - iii. Schools? (*No Impact*)
  - iv. Parks? (*Less-Than-Significant Impact*)
  - v. Other public facilities? (*No Impact*)

## Proposed Project Significance Determination

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

### *Fire protection?*

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not result in any new operations on the City Yards Site or increase in the demand for fire protection services when compared to the existing conditions. Therefore, the proposed changes would not change the previous determination made by the City Yards Master Plan EIR with regard to fire protection services. In addition, the proposed project would not induce substantial population growth, either directly or indirectly, such that additional fire protection would be needed.

Therefore, no new or more severe impacts associated with fire protection would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

### *Police protection?*

**No Substantial Change from Previous Analysis.** As previously discussed in Section 3.16(a), the proposed changes would not result in any new operations on the City Yards Site or increase in the demand for police protection services when compared to the existing conditions. Therefore, the proposed changes would not change the previous determination made by the City Yards Master Plan EIR with regard to police protection services. In addition, the proposed project would result in reconstruction of the existing City Yards Site and would not expand the capacity of these uses such that additional population growth would occur and expansion of police services would be necessary.

Therefore, no new or more severe impacts associated with police protection facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

### *Schools?*

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan would not result in any new operations on the City Yards Site and school demand when compared to the existing conditions. Therefore, the proposed changes would not change the previous determination made by the City Yards Master Plan EIR with regard to schools. The proposed project would not result in growth in the City's employee population nor would it include new residential uses that could impact schools. The City Yards Master Plan would result in the reconstruction of the City Yards Site, but would not increase student enrollment through the construction of new housing or expansion of the City's workforce. As such, implementation of the City Yards Master Plan would not generate population growth or generate new students.

Therefore, no new or more severe impacts associated with school facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

***Parks?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan would not result in any new operations on the City Yards Site and demand for parks when compared to the existing conditions. Therefore, the proposed changes would not change the previous determination made by the City Yards Master Plan EIR with regard to parks. Given the lack of population growth as a result of the City Yards Master Plan, neither construction nor operation of the proposed project would generate new residents to the extent that new or expanded park facilities would be required.

Therefore, no new or more severe impacts associated with recreational facilities would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

***Other public facilities?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan would not result in any new operations on the City Yards Site when compared to the existing conditions. Therefore, the proposed changes would not change the previous determination made by the City Yards Master Plan EIR with regard to other public facilities. Implementation of the proposed project would not impact libraries or other public facilities. The project as proposed would not generate new permanent residents in the City who would use public facilities. As such, the City Yards Master Plan would not increase demand in capacity of existing libraries or other public facilities.

Therefore, no new or more severe impacts associated with other public facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with public services would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to public services.

### 3.17 Recreation

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XVII. RECREATION</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- 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? *(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)*

#### Proposed Project Significance Determination

- 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?***  
  
***and***
- 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 Substantial Change from Previous Analysis.** Implementation of the City Yards Master Plan, including the proposed changes, would not directly or indirectly induce population growth in the City as the City Yards Site and adjacent SCD lot would continue to be used for municipal/industrial purposes. Neither construction nor operation of the proposed project would generate new residents to the extent that use of existing parks and recreational facilities would increase and result in the physical deterioration of these facilities.

Therefore, no new or more severe impacts associated with recreational facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with recreation facilities would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to recreation.

**3.18 Transportation and Circulation**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XVIII. TRANSPORTATION/TRAFFIC – Would the project:</b>				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Previous Significance Determination**

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? *(Less-Than-Significant Impact With Mitigation Incorporated)*
- b) Would the project 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)*
- c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? *(No Impact)*
- d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? *(No Impact)*
- e) Would the project result in inadequate emergency access? *(Less-Than-Significant Impact)*
- f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? *(Less-Than-Significant Impact)*

## Proposed Project Significance Determination

- a) ***Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

### Short-Term Construction Impacts

**No Substantial Change from Previous Analysis.** The City Yards Master Plan would be constructed in phases over an approximately 9-year period. The only new construction resulting from the relocation of the processing and transfer facility would be construction of a sound wall located on the Hanson lot, which is the southeastern portion of the City Yards Site. Due to the relatively short-term nature of the construction of the sound wall, the construction-related vehicle trips would be nominal and would not contribute significantly to long-term traffic congestion. However, it was found in the EIR that increased construction traffic on streets related to the overall City Yards construction could disrupt traffic flows, reduce lane capacities, and generally slow traffic movement. Therefore, implementation of MM-TRA-1 would require preparation of a Construction Impact Mitigation Plan to address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking.

Therefore, with implementation of MM-TRA-1, no new or more severe short-term construction impacts associated with conflicting with an applicable circulation plan, ordinance or policy, including the regional congestion management program, would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

### Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** The previously certified EIR concluded that traffic impacts would be less than significant. The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not significantly alter the traffic conditions from what was assessed in the EIR. The relocation of the processing and transfer facility to a different area within the City Yards Site and the adjacent SCD lot would not change the conclusions made in the EIR because the trips that were previously assessed would not change due to the proposed changes.

Therefore, no new or more severe long-term operational impacts associated with conflicting with an applicable circulation plan, ordinance or policy, including the regional congestion management program, would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- b) ***Would the project 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?***

**No Substantial Change from Previous Analysis.** As the congestion management agency for Los Angeles County, Metro is responsible for implementation of the Congestion Management Plan. As analyzed in the

EIR, none of the four Congestion Management Plan intersections are located in the project area, and as such, would not be adversely affected by the proposed project.

Therefore, no new or more severe impacts associated with an applicable congestion management plan would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are located within the City Yards Site. The City Yards Site is located approximately 1.7 miles northwest of the Santa Monica Municipal Airport. However, the project site is not located within the Airport Influence Area for the Santa Monica Airport. Additionally, the proposed project inclusive of the changes would not change air traffic patterns.

Therefore, no new or more severe impacts associated with air traffic patterns would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**d) *Would the project Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**No Substantial Change from Previous Analysis.** As analyzed in the EIR, the on-site improvements resulting from implementation of the City Yards Master Plan would be designed in accordance with all applicable design standards, including those addressing Americans with Disabilities Act accessibility, adequate width, and adequate turning radius. The only new construction associated with the proposed changes would be the sound wall, which is not considered a hazardous or incompatible feature and moving the fire lane for better access to the mobile home park. In addition, all site plans would be reviewed by the City’s Mobility Division and Traffic Engineering Division for adequate line-of-sight provision at driveways, so no structures or landscaping block the views of vehicles entering and exiting a site. Specifically, the proposed project would be subject to the Municipal Code Section 9.04.10.08.060(d), which states, “the design, location or position of any parking layout, entry, driveway, approach, or access from any street or alley shall be approved by the Parking and Traffic Engineer.” Site plan approval from the City’s Transportation Management Division would ensure that site access provides sufficient egress for trucks and emergency vehicles prior to approval. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the proposed project.

Therefore, no new or more severe impacts associated with hazardous design features would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**e) *Would the project result in inadequate emergency access?***

**No Substantial Change from Previous Analysis.** As analyzed in the City Yards Master Plan EIR, the City Yards Site is located in an established, developed area with ample access for emergency service providers. The project site would be accessible through two main points of entry on Frank Street (one into the Hanson



lot and one into the SCD lot). The proposed project's driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements including those for emergency vehicles. The proposed changes to the City Yards Master Plan (relocation of the processing and transfer facility, construction of a new sound wall, and relocation of fire lane) would not alter emergency access from that analyzed in the EIR. The City Yards Site would be accessible to emergency responders during construction and operation of the proposed project. However, under the proposed changes to the City Yards Master Plan, the fire lane that currently bisects the Hanson lot would be moved to a location north of the Hanson lot that connects to the fire access gate at the mobile home park, therefore, adequate emergency access would continue to be provided.

Therefore, no new or more severe impacts associated with emergency access would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

**No Substantial Change from Previous Analysis.** As analyzed in the EIR, implementation of the City Yards Master Plan would not physically preclude implementation of any regional or local policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The proposed project modifications also would not change public transit, bicycle facilities or pedestrian facilities in the project area.

Therefore, no new or more severe impacts associated with public transit, bicycle, or pedestrian facilities would occur; the level of impact would not change from the level identified in the City Yards Master Plan EIR; and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with transportation and traffic would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR required the following applicable mitigation measures related to transportation and circulation, which remain applicable:

- MM-TRA-1      The City shall prepare, implement and maintain a Construction Impact Mitigation Plan for review and approval prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:
- Prevent traffic impacts on the surrounding street network Ensure safety for both those constructing the proposed project and the surrounding community.
  - Prevent substantial truck traffic through residential neighborhoods
  - Provide coordination with adjacent or nearby construction projects

The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Public Works, Fire, Planning and Community Development, and Police to ensure that the Plan has been designed in accordance with this mitigation measure and meets City standards. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:

**Ongoing Requirements throughout the Duration of Construction**

- A detailed Construction Impact Mitigation Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, and parking lanes. The plan shall include specific information regarding the project’s construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Strategic and Transportation Planning Division prior to commencement of construction and implemented in accordance with this approval.
- Work within the public right-of-way shall be performed between 9:00 a.m. and 4:00 p.m. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an afterhours construction permit.
- Streets and equipment shall be cleaned in accordance with established Public Works Department requirements.
- Trucks shall only travel on a City-approved construction route. Truck queuing/staging shall not be allowed on Santa Monica streets. Limited queuing may occur on the construction site itself.
- Materials and equipment shall be minimally visible to the public; the referred location for materials is to be on site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City of Santa Monica.

**Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction**

- The City shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).
- The City shall provide timely notification of construction schedules to all affected agencies (e.g., Metropolitan Transportation Authority, Big Blue Bus, Police Department, Fire Department, Public Works Department, and Planning and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.
- The City shall coordinate construction work with affected agencies in advance of start of work. Approvals may take up to 2 weeks per each submittal.

### 3.19 Tribal Cultural Resources

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
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**XIX. TRIBAL CULTURAL RESOURCES** – Would the project:

a) 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:

i) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- 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:
  - i) 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*)
  - ii) 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*)

## Proposed Project Significance Determination

- 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:***
  - i) ***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)?***

**No Substantial Change from Previous Analysis.** The proposed relocation of the processing and transfer facility, construction of a new sound wall, and relocation of a fire lane would not result in the demolition of any structures. As such, there is no new demolition of existing structures proposed, other than the demolition already assessed within the City Yards Master Plan EIR. The City Yards, the adjacent property, and all associated buildings and structures were found not eligible under all National Register of Historic Places, California Register of Historical Resources, and City designation criteria. Therefore, the property is not considered an historical resource for the purposes of CEQA.

Therefore, no new or more severe impacts associated with listed or eligible historical resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

- ii) *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.*

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan would be located within the existing construction footprint previously analyzed in the City Yards Master Plan EIR. Thus, site-specific information analyzed in the EIR applies to the proposed project. No cultural resources were identified within or adjacent to the City Yards Site as a result of the California Historical Resources Information System records search, Native American Heritage Commission Sacred Lands File search, or the Native American consultation efforts conducted for the City Yards Master Plan EIR by the City. Further, the project site was previously used as a clay and mining pit from at least 1905 to until 1935 and a landfill from 1947 to 1970. These previous uses involved a significant amount of ground-disturbing activities, resulting in the site being underlain by refuse fill up to 60 feet in depth. Any tribal resources would have been significantly disturbed.

Therefore, no new or more severe impacts associated with tribal cultural resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR; no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with tribal cultural resources would occur, and the level of impact would not change from the level identified in the City Yards Master Plan EIR. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to tribal cultural resources.

**3.20 Utilities and Service Systems**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Previous Significance Determination**

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan would result in the following:

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*Less-Than-Significant Impact*)
- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*Less-Than-Significant Impact*)

- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*Less-Than-Significant Impact*)
- d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*Less-Than-Significant Impact*)
- e) Would the project 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*)
- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*Less-Than-Significant Impact*)
- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste? (*Less-Than-Significant Impact*)

**Proposed Project Significance Determination**

- a) ***Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***  
  
***and***
- e) ***Would the project 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?***

**No Substantial Change from Previous Analysis.** As proposed, the City intends to modernize City Yards operations through the construction of new structures that would be similar in scale to existing structures. However, the City Yards Master Plan would not result in a change in the City's operations at the site. The proposed changes would not change the previous determination made by the City Yards Master Plan EIR with regard to wastewater treatment because operations would remain the same compared to the existing condition. Upon implementation of the City Yards Master Plan, the types of uses and operations on the site would not change from existing conditions. As such, wastewater quality would not be substantially different from existing conditions and wastewater flows are not anticipated to increase.

Therefore, no new or more severe impacts associated with wastewater treatment requirements or treatment capacity would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- b) ***Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Wastewater Treatment Facilities**

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the City Yards Site, analyzed in the City Yards Master Plan EIR. The City Yards Site is currently served by an existing 18-inch sewer line that runs through the site from Michigan Avenue to Stewart Street. This sewer line would be protected in place during construction. The proposed project would not involve

appreciable changes to the City Yards Site or the adjacent SCD lot that would substantially increase wastewater generation such that the construction of a new sewer line or expansion of this sewer main would be required.

Therefore, no new or more severe impacts associated with wastewater treatment facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

### Water Treatment Facilities

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the City Yards Site, analyzed in the City Yards Master Plan EIR. Currently, water is supplied to the City Yards Site via laterals connected to an 8-inch water main running east–west beneath Michigan Avenue along the northern border of the site to Stewart Street. Additionally, there is a 6-inch water main partly through the western portion of the site connecting to an 8-inch water main beneath Delaware Avenue/24th Street. The City Yards Master Plan project would cut and cap the existing 8-inch northern water line running east–west. Specifically, this line would be cut and capped at the eastern end of Michigan Avenue. The remaining segment of this line from this point to Stewart Street would be demolished. A replacement water line would be constructed to the north of this alignment. The 6-inch water main running north–south is anticipated to remain in place. Additionally, the City Yards Master Plan EIR assessed the installation of new domestic and fire water laterals to the existing water mains. Such connections would be installed within site boundaries and would be appropriately sized to serve the City Yards Site. Environmental effects associated with the construction of the proposed project’s water facilities including connections would be localized to within the site and were taken into account in the City Yards Master Plan EIR. Further, the proposed changes are not anticipated to require additional water supply, and new or expanded water treatment facilities would not be required.

Therefore, no new or more severe impacts associated with water treatment facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

- c) ***Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**No Substantial Change from Previous Analysis.** The proposed changes to the City Yards Master Plan are within the existing City Yards Site, analyzed in the City Yards Master Plan EIR. Therefore, the site-specific information analyzed in the EIR is applicable to the proposed locations for the tip and transfer activities and drainage impacts would remain unchanged from those discussed in the EIR.

Implementation of the City Yards Master Plan would alter the existing drainage patterns of the project site with redevelopment of the buildings, introduction of new pervious surfaces/landscaped areas, and replacement/reconfiguration of on-site storm drains. However, as assessed in the City Yards EIR, the City would implement a stormwater management approach to avoid discharge of stormwater runoff to the sewer system. Thus, 100% of stormwater runoff is assumed to discharge to the Los Angeles County Flood Control District’s 45-inch diameter storm drain, which would result in an increase in peak storm flows of 25.51 cfs for a 25-year storm event and 32.43 cfs for a 50-year storm event. However, stormwater runoff associated



with precipitation events in excess of the first 0.75 inches of rain would drain to the storm drain in quantities in excess of existing site conditions. Based on a project-specific hydraulic analysis conducted for the City Yards Master Plan EIR by the Los Angeles County Flood Control District, the allowable discharge from the project site to the underlying 45-inch storm drain will be 2.436 cfs/acre (KPFF 2018). This amount is equivalent to an allowable peak flow of 35.81 cfs for the 14.7-acre site, which exceeds the anticipated 25-year storm event of 32.85 cfs. As a result, the storm drain could accommodate the proposed project modifications' increases in stormwater runoff.

Therefore, no new or more severe impacts associated with stormwater drainage facilities would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**d) *Would the project Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

**No Substantial Change from Previous Analysis.** As proposed, the City intends to modernize City Yards operations through the construction of structures of similar scale. However, the City Yards Master Plan would not result in a change in the City's operations at the site. Similarly, the proposed relocation of the processing and transfer facility, construction of a new sound wall, and relocation of a fire lane would not result in any new operations when compared to the existing conditions with regard to water supply. Water demand generated by the implementation of the City Yards Master Plan would remain relatively unchanged with respect to the existing condition. Further, the proposed changes are not anticipated to require additional water demand.

Therefore, no new or more severe impacts associated with water supply would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

**Short-Term Construction Impacts**

**No Substantial Change from Previous Analysis.** Construction of the City Yards Master Plan would generate construction and demolition waste such as asphalt and concrete. Any construction waste generated as a result of the relocation of the processing and transfer facility and fire lane would comply with SMMC Chapter 8.108, requiring submission of a waste management plan and requiring 70% of all construction and demolition material generated by the proposed project to be diverted. Solid waste generated during construction of the proposed project modifications would result in very little solid waste generation and construction debris as there is no demolition of structures and the proposed sound wall is new construction.

Therefore, no new or more severe short-term impacts associated with permitted landfill capacity would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Long-Term Operational Impacts

**No Substantial Change from Previous Analysis.** The processing and transfer station would be relocated from the southwest corner of the City Yards Site to the Hanson and SCD lots. Thus, City Yards would continue to provide a recycling and transfer station, which would reduce the amount of waste within the City going directly to permitted landfills.

Therefore, no new or more severe long-term impacts associated with permitted landfill capacity would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**g) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

**No Substantial Change from Previous Analysis.** With the proposed changes to the City Yards Master Plan, City Yards would continue to provide tip and transfer processing, which would reduce the amount of waste within the City going directly to permitted landfills. Upon implementation of the proposed project, trash trucks would still operate in and out of the City Yards Site, as with current conditions. All collection, transportation, and disposal of municipal solid waste would continue to occur in accordance with all applicable federal, state, and local statutes and regulations.

Therefore, no new or more severe impacts associated with solid waste statutes and regulations would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

## Conclusion

In conclusion, no new or more severe impacts associated with utilities and service systems would occur, and the level of impact would not change from the level identified in the City Yards Master Plan. No new mitigation measures are required.

## Existing Mitigation Measures Applicable to Proposed Project

The City Yards Master Plan EIR did not require any mitigation measures related to utilities and service systems.

### 3.21 Energy

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XXI. ENERGY – Would the project:</b>				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan, including construction and operation of the proposed project, would result in the following:

- a) Would the project result in wasteful, inefficient, or unnecessary consumption of energy? (*Less-Than-Significant Impact*)
- b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (*Less-Than-Significant Impact*)

#### Proposed Project Significance Determination

- a) **Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?**

No Substantial Change from Previous Analysis.

#### Short-Term Construction Impacts

Construction of the project may require the use of electric power for as-necessary lighting and electronic equipment. The amount of electricity used during construction would be limited to energy demand that typically stems from the use of electrically powered construction equipment. This electricity demand would be temporary and would cease upon completion of construction; thus, the project would not adversely impact the available electricity supply. During construction, natural gas is not anticipated to be consumed on the project site consistent with typical construction practices.

Petroleum would be consumed throughout construction of the project; however, it is anticipated to be minimal. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction. Vehicle miles traveled associated with the transportation of construction

materials and construction worker commutes also would result in petroleum consumption. However, the project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes. In addition, the construction of the project would be a temporary, short-term activity, and any petroleum used during the construction phase would be used towards the development of the project; as such, petroleum use for construction would be relatively nominal and would not be wasteful or inefficient use of resources. Therefore, short-term construction impacts associated with project energy consumption would be less than significant.

Therefore, no new or more severe impacts associated with construction energy would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

### **Long-Term Operational Impacts**

The project involves relocation of the processing and transfer facility, construction of a sound wall on the Hanson lot, and relocation of the fire lane. The proposed project is expected to minimally increase the on-site use of energy compared with the existing conditions associated with off-road equipment usage and potentially parking lot lighting. The project does not include operation of a new building, which typically demands energy use in the form of natural gas or electricity, including electricity for water conveyance, treatment, and distribution. The project also does not result in an increase in vehicular trips that would consume petroleum. Of note, the processing and transfer facility occurs under existing conditions, and as such would not increase energy usage within the City. In addition, the proposed sound wall would not require energy. With fire department facilities remaining, there would be no change from the existing conditions. Accordingly, the project would result in minor use of energy at the relocation site.

Therefore, no new or more severe impacts associated with operational energy would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

**No Substantial Change from Previous Analysis.** As explained in 3.21(a), the project would consume minimal energy during construction, which would be temporary. During operation, the project would consume minimal energy associated with the use of off-road equipment and potential parking lot lighting. Because the project does not involve construction of a building, it would not be subject to and thus, not conflict with energy plans related to buildings (e.g., Title 24, Part 6, of the California Code of Regulations including the California Green Building Standards Code).

The proposed project as a whole, as evaluated in the City Yards Master Plan EIR, would include various sustainability features such as naturally ventilated spaces, high-SRI pavement, rooftop solar arrays, and water-saving features. With these features, the proposed project overall would provide opportunities for improved energy efficiency that would support state and local plans for increasing renewable energy efficiency. The project's microgrid would allow for the generation/storage of 1.4 megawatts of renewable energy generated on site, which would support renewable energy efforts. Accordingly, the project and the City Yards Master Plan would not conflict with or obstruct a plan for renewable energy or energy efficiency.

Therefore, no new or more severe impacts associated with the potential to conflict with energy plans would occur, the level of impact would not change from the level identified in the City Yards Master Plan EIR, and no new mitigation measures are required.

**Conclusion**

In conclusion, no new or more severe impacts associated with energy would occur, and the level of impact would not change from the level identified in the City Yards Master Plan. No new mitigation measures are required.

**Existing Mitigation Measures Applicable to Proposed Project**

The City Yards Master Plan EIR did not require any mitigation measures related to energy.

**3.22 Mandatory Findings of Significance**

	New Significant Impact	More Severe Impacts	New Ability to Substantially Reduce Significant Impact	No Substantial Change from Previous Analysis
<b>XXII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Previous Significance Determination

The City Yards Master Plan EIR determined that development in accordance with the City Yards Master Plan, including construction and operation of the proposed project, would result in the following:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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*)
- 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 With Mitigation Incorporated*)
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (*Less-Than-Significant Impact With Mitigation Incorporated*)

## Proposed Project Significance Determination

- 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?***

**No Substantial Change from Previous Analysis.** As analyzed in this Addendum, the proposed project would not degrade the quality of the environment. For the reasons discussed in Section 3.4, Biological Resources, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

In addition, for the reasons identified in Section 3.6, Cultural Resources, of this document, the City Yards Site does not contain any important examples of the major periods of California history or prehistory, and no impacts to such resources would occur. Therefore, implementation of the project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the City Yards Master Plan EIR.

- 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.)***

**No Substantial Change from Previous Analysis.** Similar to the project originally analyzed in the City Yards Master Plan EIR, the City Yards Master Plan, including the proposed changes, has the potential to result in incremental environmental impacts, which would be reduced to less than significant with implementation of mitigation measures. The City Yards Master Plan EIR determined that no cumulative impacts were significant and unavoidable, and mitigation measures recommended in the EIR would reduce impacts

associated with construction effects, cultural resources, hazards and hazardous materials, noise, and transportation and circulation. Therefore, implementation of the proposed project with the proposed project modifications would not result in any new cumulative impacts or increase the severity of a previously identified significant cumulative impact as previously analyzed in the City Yards Master Plan EIR.

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

**No Substantial Change from Previous Analysis.** The implementation of the City Yards Master Plan would not create adverse environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. None of the proposed uses or activities would result in any substantial adverse effects on human beings, either directly or indirectly, as discussed throughout this document. Therefore, implementation of the proposed project would not result in any new impacts or increase the severity of a significant impact as previously identified and analyzed in the City Yards Master Plan EIR

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SOURCE: ESRI 2017

FIGURE 1

Regional Location



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SOURCE: Bing Maps (Accessed 2021), City of Santa Monica, 2017

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**SITE NOTES**

- **Current site.** \*Future fire training yard starting construction July 1, 2021
- 1 Customer ingress
- 2 Scale
- 3 Scale house
- 4 Load out ports
- 5 Customer egress
- 6 Roll-off container for scrap metal or other waste streams
- 7 Back down ramp
- 8 Hazmat locker
- 9 Vehicle maneuvering area
- 10 E-waste
- 11 Tires
- 12 Appliance
- 13 Electrical service
- 14 Sound barrier
- 15 Bollards
- 16 Trench drain
- 17 Storm water treatment device
- 18 Porta potty



**FIGURE 3**

Existing Conditions

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**SITE NOTES**

- Project site
- 1 Proposed 12' Acoustical K-Rail barrier mounted sound wall to align w/ adjacent wall
- 2 Proposed 12' Chainlink fence w/ vinyl screen
- 3 Proposed landscape buffer w/ trees for visual barrier
- 4 Proposed Frank St. Gate



Final EIR/EA for City of Santa Monica, CA, Santa Monica City Yards Master Plan, GIS and Construction, May 2020

**FIGURE 4**

**Proposed Site Plan**

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SOURCE: Bing Maps (Accessed 2021), City of Santa Monica, 2017

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# **Appendix A**

## Air Quality Modeling Data





Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Santa Monica City Yards Addendum  
Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	1.00	0
Parking Lot	0.50	Acre	0.50	21,780.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - See 1.0, Project Characteristics.

Land Use - Project-specific information. General Light Industry surrogate for the project. Entire site will be paved.

Construction Phase - Project-specific schedule.

Off-road Equipment - Architectural Coating: Default CalEEMod values.

Off-road Equipment - Building Construction - Fencing: Project-specific assumptions.

Off-road Equipment - Paving: Default CalEEMod values.

Off-road Equipment - Site Preparation and Grading: Project-specific assumptions.

Trips and VMT - Modified default CalEEMod values.

On-road Fugitive Dust - Default CalEEMod values.

Demolition - No demolition.

Grading - Default CalEEMod equation for grading adjusted per grading equipment assumptions. 1,700 tons of Class II base material.

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Architectural Coating - Default CalEEMod values for parking area coating.

Vehicle Trips - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Road Dust - No mobile source emissions.

Woodstoves - Default CalEEMod values (no hearths).

Consumer Products - Default CalEEMod values.

Area Coating - Default CalEEMod values for parking.

Landscape Equipment - No landscaping equipment.

Energy Use - No energy use.

Water And Wastewater - No water use.

Solid Waste - No solid waste.

Construction Off-road Equipment Mitigation - Off-road Equipment: Tier 4 Interim for all equipment over 75 HP (PDF-AQ-1). Water Exposed Area: 2 times daily.

Operational Off-Road Equipment - Estimated outside of CalEEMod.

Fleet Mix - No mobile source emissions.

Stationary Sources - Emergency Generators and Fire Pumps - No stationary sources.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	100.00	21.00
tblConstructionPhase	NumDays	2.00	43.00
tblConstructionPhase	NumDays	5.00	11.00
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.01	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	AcresOfGrading	21.50	1.50
tblGrading	MaterialImported	0.00	1,700.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblLandUse	LandUseSquareFeet	1,000.00	1.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	9.00	10.00
tblVehicleTrips	ST_TR	1.99	0.00

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	WD_TR	4.96	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.6370	9.5683	10.3888	0.0183	0.3514	0.3910	0.7424	0.0941	0.3633	0.4573	0.0000	1,737.4528	1,737.4528	0.4113	0.0565	1,755.3969
Maximum	1.6370	9.5683	10.3888	0.0183	0.3514	0.3910	0.7424	0.0941	0.3633	0.4573	0.0000	1,737.4528	1,737.4528	0.4113	0.0565	1,755.3969

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.3918	6.8442	11.2863	0.0183	0.3514	0.0677	0.4191	0.0941	0.0675	0.1615	0.0000	1,737.4528	1,737.4528	0.4113	0.0565	1,755.3969
Maximum	1.3918	6.8442	11.2863	0.0183	0.3514	0.0677	0.4191	0.0941	0.0675	0.1615	0.0000	1,737.4528	1,737.4528	0.4113	0.0565	1,755.3969



Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation and Grading	Grading	2/1/2022	3/31/2022	5	43	
2	Building Construction - Fencing	Building Construction	4/1/2022	4/30/2022	5	21	
3	Paving	Paving	4/1/2022	4/15/2022	5	11	
4	Architectural Coating	Architectural Coating	4/16/2022	4/22/2022	5	5	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.5**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,307 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation and Grading	Graders	1	8.00	187	0.41
Site Preparation and Grading	Rollers	1	8.00	80	0.38
Site Preparation and Grading	Rubber Tired Dozers	0	6.00	247	0.40
Site Preparation and Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Fencing	Cranes	0	4.00	231	0.29
Building Construction - Fencing	Forklifts	0	6.00	89	0.20
Building Construction - Fencing	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation and Grading	3	8.00	4.00	168.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Fencing	1	10.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area



Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0405	0.0000	0.0405	4.5300e-003	0.0000	4.5300e-003			0.0000			0.0000
Off-Road	0.7460	8.6591	5.8200	0.0124		0.3568	0.3568		0.3283	0.3283		1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.7460</b>	<b>8.6591</b>	<b>5.8200</b>	<b>0.0124</b>	<b>0.0405</b>	<b>0.3568</b>	<b>0.3973</b>	<b>4.5300e-003</b>	<b>0.3283</b>	<b>0.3328</b>		<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0178	0.6828	0.1557	2.4300e-003	0.0684	4.8900e-003	0.0733	0.0188	4.6700e-003	0.0234		266.0554	266.0554	0.0141	0.0422	278.9879
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1700e-003		84.2163	84.2163	2.8000e-003	0.0122	87.9061
Worker	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
<b>Total</b>	<b>0.0552</b>	<b>0.9091</b>	<b>0.5143</b>	<b>3.9800e-003</b>	<b>0.1834</b>	<b>7.3300e-003</b>	<b>0.1908</b>	<b>0.0498</b>	<b>6.9900e-003</b>	<b>0.0568</b>		<b>428.5759</b>	<b>428.5759</b>	<b>0.0192</b>	<b>0.0565</b>	<b>445.8927</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0182	0.0000	0.0182	2.0400e-003	0.0000	2.0400e-003			0.0000			0.0000
Off-Road	0.2368	4.2464	7.8417	0.0124		0.0202	0.0202		0.0202	0.0202	0.0000	1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.2368</b>	<b>4.2464</b>	<b>7.8417</b>	<b>0.0124</b>	<b>0.0182</b>	<b>0.0202</b>	<b>0.0384</b>	<b>2.0400e-003</b>	<b>0.0202</b>	<b>0.0222</b>	<b>0.0000</b>	<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0178	0.6828	0.1557	2.4300e-003	0.0684	4.8900e-003	0.0733	0.0188	4.6700e-003	0.0234		266.0554	266.0554	0.0141	0.0422	278.9879
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1700e-003		84.2163	84.2163	2.8000e-003	0.0122	87.9061
Worker	0.0296	0.0223	0.2891	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.3043	78.3043	2.2800e-003	2.1400e-003	78.9987
<b>Total</b>	<b>0.0552</b>	<b>0.9091</b>	<b>0.5143</b>	<b>3.9800e-003</b>	<b>0.1834</b>	<b>7.3300e-003</b>	<b>0.1908</b>	<b>0.0498</b>	<b>6.9900e-003</b>	<b>0.0568</b>		<b>428.5759</b>	<b>428.5759</b>	<b>0.0192</b>	<b>0.0565</b>	<b>445.8927</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1647	1.6756	2.2379	3.1100e-003		0.0901	0.0901		0.0829	0.0829		301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.1647</b>	<b>1.6756</b>	<b>2.2379</b>	<b>3.1100e-003</b>		<b>0.0901</b>	<b>0.0901</b>		<b>0.0829</b>	<b>0.0829</b>		<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1700e-003		84.2163	84.2163	2.8000e-003	0.0122	87.9061
Worker	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
<b>Total</b>	<b>0.0448</b>	<b>0.2319</b>	<b>0.4309</b>	<b>1.7500e-003</b>	<b>0.1374</b>	<b>2.5900e-003</b>	<b>0.1400</b>	<b>0.0370</b>	<b>2.4500e-003</b>	<b>0.0395</b>		<b>182.0966</b>	<b>182.0966</b>	<b>5.6500e-003</b>	<b>0.0148</b>	<b>186.6545</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0696	1.3546	2.3421	3.1100e-003		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.0696</b>	<b>1.3546</b>	<b>2.3421</b>	<b>3.1100e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>	<b>0.0000</b>	<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.7800e-003	0.2040	0.0695	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1700e-003		84.2163	84.2163	2.8000e-003	0.0122	87.9061
Worker	0.0370	0.0279	0.3614	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		97.8803	97.8803	2.8500e-003	2.6700e-003	98.7483
<b>Total</b>	<b>0.0448</b>	<b>0.2319</b>	<b>0.4309</b>	<b>1.7500e-003</b>	<b>0.1374</b>	<b>2.5900e-003</b>	<b>0.1400</b>	<b>0.0370</b>	<b>2.4500e-003</b>	<b>0.0395</b>		<b>182.0966</b>	<b>182.0966</b>	<b>5.6500e-003</b>	<b>0.0148</b>	<b>186.6545</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7660</b>	<b>5.9174</b>	<b>7.0348</b>	<b>0.0113</b>		<b>0.2961</b>	<b>0.2961</b>		<b>0.2758</b>	<b>0.2758</b>		<b>1,035.8246</b>	<b>1,035.8246</b>	<b>0.3017</b>		<b>1,043.3677</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8900e-003	0.1020	0.0348	3.9000e-004	0.0128	9.4000e-004	0.0138	3.6900e-003	9.0000e-004	4.5800e-003		42.1081	42.1081	1.4000e-003	6.0700e-003	43.9531
Worker	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
<b>Total</b>	<b>0.0706</b>	<b>0.1523</b>	<b>0.6852</b>	<b>2.1300e-003</b>	<b>0.2140</b>	<b>2.2300e-003</b>	<b>0.2162</b>	<b>0.0571</b>	<b>2.0900e-003</b>	<b>0.0591</b>		<b>218.2927</b>	<b>218.2927</b>	<b>6.5300e-003</b>	<b>0.0109</b>	<b>221.7001</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3394	5.1054	7.8281	0.0113		0.0579	0.0579		0.0579	0.0579	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.4585</b>	<b>5.1054</b>	<b>7.8281</b>	<b>0.0113</b>		<b>0.0579</b>	<b>0.0579</b>		<b>0.0579</b>	<b>0.0579</b>	<b>0.0000</b>	<b>1,035.824 6</b>	<b>1,035.824 6</b>	<b>0.3017</b>		<b>1,043.367 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8900e-003	0.1020	0.0348	3.9000e-004	0.0128	9.4000e-004	0.0138	3.6900e-003	9.0000e-004	4.5800e-003		42.1081	42.1081	1.4000e-003	6.0700e-003	43.9531
Worker	0.0667	0.0502	0.6505	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		176.1846	176.1846	5.1300e-003	4.8100e-003	177.7470
<b>Total</b>	<b>0.0706</b>	<b>0.1523</b>	<b>0.6852</b>	<b>2.1300e-003</b>	<b>0.2140</b>	<b>2.2300e-003</b>	<b>0.2162</b>	<b>0.0571</b>	<b>2.0900e-003</b>	<b>0.0591</b>		<b>218.2927</b>	<b>218.2927</b>	<b>6.5300e-003</b>	<b>0.0109</b>	<b>221.7001</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.4161</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8900e-003	0.1020	0.0348	3.9000e-004	0.0128	9.4000e-004	0.0138	3.6900e-003	9.0000e-004	4.5800e-003		42.1081	42.1081	1.4000e-003	6.0700e-003	43.9531
Worker	7.4100e-003	5.5800e-003	0.0723	1.9000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		19.5761	19.5761	5.7000e-004	5.3000e-004	19.7497
<b>Total</b>	<b>0.0113</b>	<b>0.1076</b>	<b>0.1070</b>	<b>5.8000e-004</b>	<b>0.0352</b>	<b>1.0800e-003</b>	<b>0.0363</b>	<b>9.6200e-003</b>	<b>1.0300e-003</b>	<b>0.0106</b>		<b>61.6842</b>	<b>61.6842</b>	<b>1.9700e-003</b>	<b>6.6000e-003</b>	<b>63.7027</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.2661</b>	<b>1.0598</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8900e-003	0.1020	0.0348	3.9000e-004	0.0128	9.4000e-004	0.0138	3.6900e-003	9.0000e-004	4.5800e-003		42.1081	42.1081	1.4000e-003	6.0700e-003	43.9531
Worker	7.4100e-003	5.5800e-003	0.0723	1.9000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		19.5761	19.5761	5.7000e-004	5.3000e-004	19.7497
<b>Total</b>	<b>0.0113</b>	<b>0.1076</b>	<b>0.1070</b>	<b>5.8000e-004</b>	<b>0.0352</b>	<b>1.0800e-003</b>	<b>0.0363</b>	<b>9.6200e-003</b>	<b>1.0300e-003</b>	<b>0.0106</b>		<b>61.6842</b>	<b>61.6842</b>	<b>1.9700e-003</b>	<b>6.6000e-003</b>	<b>63.7027</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Parking Lot	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Unmitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Santa Monica City Yards Addendum  
Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	1.00	0
Parking Lot	0.50	Acre	0.50	21,780.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - See 1.0, Project Characteristics.

Land Use - Project-specific information. General Light Industry surrogate for the project. Entire site will be paved.

Construction Phase - Project-specific schedule.

Off-road Equipment - Architectural Coating: Default CalEEMod values.

Off-road Equipment - Building Construction - Fencing: Project-specific assumptions.

Off-road Equipment - Paving: Default CalEEMod values.

Off-road Equipment - Site Preparation and Grading: Project-specific assumptions.

Trips and VMT - Modified default CalEEMod values.

On-road Fugitive Dust - Default CalEEMod values.

Demolition - No demolition.

Grading - Default CalEEMod equation for grading adjusted per grading equipment assumptions. 1,700 tons of Class II base material.

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Architectural Coating - Default CalEEMod values for parking area coating.

Vehicle Trips - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Road Dust - No mobile source emissions.

Woodstoves - Default CalEEMod values (no hearths).

Consumer Products - Default CalEEMod values.

Area Coating - Default CalEEMod values for parking.

Landscape Equipment - No landscaping equipment.

Energy Use - No energy use.

Water And Wastewater - No water use.

Solid Waste - No solid waste.

Construction Off-road Equipment Mitigation - Off-road Equipment: Tier 4 Interim for all equipment over 75 HP (PDF-AQ-1). Water Exposed Area: 2 times daily.

Operational Off-Road Equipment - Estimated outside of CalEEMod.

Fleet Mix - No mobile source emissions.

Stationary Sources - Emergency Generators and Fire Pumps - No stationary sources.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	100.00	21.00
tblConstructionPhase	NumDays	2.00	43.00
tblConstructionPhase	NumDays	5.00	11.00
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.01	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	AcresOfGrading	21.50	1.50
tblGrading	MaterialImported	0.00	1,700.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblLandUse	LandUseSquareFeet	1,000.00	1.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	9.00	10.00
tblVehicleTrips	ST_TR	1.99	0.00

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	WD_TR	4.96	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.6342	9.5314	10.4755	0.0184	0.3514	0.3910	0.7424	0.0941	0.3633	0.4573	0.0000	1,752.704 2	1,752.704 2	0.4113	0.0563	1,770.496 2
Maximum	1.6342	9.5314	10.4755	0.0184	0.3514	0.3910	0.7424	0.0941	0.3633	0.4573	0.0000	1,752.704 2	1,752.704 2	0.4113	0.0563	1,770.496 2

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.3890	6.8246	11.3730	0.0184	0.3514	0.0677	0.4191	0.0941	0.0674	0.1615	0.0000	1,752.704 2	1,752.704 2	0.4113	0.0563	1,770.496 2
Maximum	1.3890	6.8246	11.3730	0.0184	0.3514	0.0677	0.4191	0.0941	0.0674	0.1615	0.0000	1,752.704 2	1,752.704 2	0.4113	0.0563	1,770.496 2



Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation and Grading	Grading	2/1/2022	3/31/2022	5	43	
2	Building Construction - Fencing	Building Construction	4/1/2022	4/30/2022	5	21	
3	Paving	Paving	4/1/2022	4/15/2022	5	11	
4	Architectural Coating	Architectural Coating	4/16/2022	4/22/2022	5	5	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.5**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,307 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation and Grading	Graders	1	8.00	187	0.41
Site Preparation and Grading	Rollers	1	8.00	80	0.38
Site Preparation and Grading	Rubber Tired Dozers	0	6.00	247	0.40
Site Preparation and Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Fencing	Cranes	0	4.00	231	0.29
Building Construction - Fencing	Forklifts	0	6.00	89	0.20
Building Construction - Fencing	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation and Grading	3	8.00	4.00	168.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Fencing	1	10.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0405	0.0000	0.0405	4.5300e-003	0.0000	4.5300e-003			0.0000			0.0000
Off-Road	0.7460	8.6591	5.8200	0.0124		0.3568	0.3568		0.3283	0.3283		1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.7460</b>	<b>8.6591</b>	<b>5.8200</b>	<b>0.0124</b>	<b>0.0405</b>	<b>0.3568</b>	<b>0.3973</b>	<b>4.5300e-003</b>	<b>0.3283</b>	<b>0.3328</b>		<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0182	0.6562	0.1530	2.4300e-003	0.0684	4.8700e-003	0.0733	0.0188	4.6600e-003	0.0234		265.9774	265.9774	0.0141	0.0422	278.9064
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1600e-003		84.1846	84.1846	2.8100e-003	0.0121	87.8701
Worker	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
<b>Total</b>	<b>0.0538</b>	<b>0.8723</b>	<b>0.5350</b>	<b>4.0300e-003</b>	<b>0.1834</b>	<b>7.3100e-003</b>	<b>0.1907</b>	<b>0.0498</b>	<b>6.9800e-003</b>	<b>0.0568</b>		<b>432.8374</b>	<b>432.8374</b>	<b>0.0192</b>	<b>0.0563</b>	<b>450.1047</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0182	0.0000	0.0182	2.0400e-003	0.0000	2.0400e-003			0.0000			0.0000
Off-Road	0.2368	4.2464	7.8417	0.0124		0.0202	0.0202		0.0202	0.0202	0.0000	1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.2368</b>	<b>4.2464</b>	<b>7.8417</b>	<b>0.0124</b>	<b>0.0182</b>	<b>0.0202</b>	<b>0.0384</b>	<b>2.0400e-003</b>	<b>0.0202</b>	<b>0.0222</b>	<b>0.0000</b>	<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0182	0.6562	0.1530	2.4300e-003	0.0684	4.8700e-003	0.0733	0.0188	4.6600e-003	0.0234		265.9774	265.9774	0.0141	0.0422	278.9064
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1600e-003		84.1846	84.1846	2.8100e-003	0.0121	87.8701
Worker	0.0277	0.0202	0.3149	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		82.6754	82.6754	2.2500e-003	2.0000e-003	83.3282
<b>Total</b>	<b>0.0538</b>	<b>0.8723</b>	<b>0.5350</b>	<b>4.0300e-003</b>	<b>0.1834</b>	<b>7.3100e-003</b>	<b>0.1907</b>	<b>0.0498</b>	<b>6.9800e-003</b>	<b>0.0568</b>		<b>432.8374</b>	<b>432.8374</b>	<b>0.0192</b>	<b>0.0563</b>	<b>450.1047</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1647	1.6756	2.2379	3.1100e-003		0.0901	0.0901		0.0829	0.0829		301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.1647</b>	<b>1.6756</b>	<b>2.2379</b>	<b>3.1100e-003</b>		<b>0.0901</b>	<b>0.0901</b>		<b>0.0829</b>	<b>0.0829</b>		<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1600e-003		84.1846	84.1846	2.8100e-003	0.0121	87.8701
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
<b>Total</b>	<b>0.0425</b>	<b>0.2212</b>	<b>0.4608</b>	<b>1.8000e-003</b>	<b>0.1374</b>	<b>2.5900e-003</b>	<b>0.1400</b>	<b>0.0370</b>	<b>2.4500e-003</b>	<b>0.0395</b>		<b>187.5288</b>	<b>187.5288</b>	<b>5.6300e-003</b>	<b>0.0146</b>	<b>192.0303</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0696	1.3546	2.3421	3.1100e-003		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.0696</b>	<b>1.3546</b>	<b>2.3421</b>	<b>3.1100e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>	<b>0.0000</b>	<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8700e-003	0.1959	0.0672	7.8000e-004	0.0256	1.8700e-003	0.0275	7.3800e-003	1.7900e-003	9.1600e-003		84.1846	84.1846	2.8100e-003	0.0121	87.8701
Worker	0.0346	0.0253	0.3936	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		103.3442	103.3442	2.8200e-003	2.5000e-003	104.1603
<b>Total</b>	<b>0.0425</b>	<b>0.2212</b>	<b>0.4608</b>	<b>1.8000e-003</b>	<b>0.1374</b>	<b>2.5900e-003</b>	<b>0.1400</b>	<b>0.0370</b>	<b>2.4500e-003</b>	<b>0.0395</b>		<b>187.5288</b>	<b>187.5288</b>	<b>5.6300e-003</b>	<b>0.0146</b>	<b>192.0303</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.7660</b>	<b>5.9174</b>	<b>7.0348</b>	<b>0.0113</b>		<b>0.2961</b>	<b>0.2961</b>		<b>0.2758</b>	<b>0.2758</b>		<b>1,035.8246</b>	<b>1,035.8246</b>	<b>0.3017</b>		<b>1,043.3677</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9400e-003	0.0980	0.0336	3.9000e-004	0.0128	9.3000e-004	0.0137	3.6900e-003	8.9000e-004	4.5800e-003		42.0923	42.0923	1.4100e-003	6.0700e-003	43.9350
Worker	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
<b>Total</b>	<b>0.0662</b>	<b>0.1434</b>	<b>0.7420</b>	<b>2.2300e-003</b>	<b>0.2140</b>	<b>2.2200e-003</b>	<b>0.2162</b>	<b>0.0571</b>	<b>2.0800e-003</b>	<b>0.0591</b>		<b>228.1119</b>	<b>228.1119</b>	<b>6.4800e-003</b>	<b>0.0106</b>	<b>231.4235</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3394	5.1054	7.8281	0.0113		0.0579	0.0579		0.0579	0.0579	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.4585</b>	<b>5.1054</b>	<b>7.8281</b>	<b>0.0113</b>		<b>0.0579</b>	<b>0.0579</b>		<b>0.0579</b>	<b>0.0579</b>	<b>0.0000</b>	<b>1,035.8246</b>	<b>1,035.8246</b>	<b>0.3017</b>		<b>1,043.3677</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9400e-003	0.0980	0.0336	3.9000e-004	0.0128	9.3000e-004	0.0137	3.6900e-003	8.9000e-004	4.5800e-003		42.0923	42.0923	1.4100e-003	6.0700e-003	43.9350
Worker	0.0623	0.0455	0.7085	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0545		186.0196	186.0196	5.0700e-003	4.5000e-003	187.4885
<b>Total</b>	<b>0.0662</b>	<b>0.1434</b>	<b>0.7420</b>	<b>2.2300e-003</b>	<b>0.2140</b>	<b>2.2200e-003</b>	<b>0.2162</b>	<b>0.0571</b>	<b>2.0800e-003</b>	<b>0.0591</b>		<b>228.1119</b>	<b>228.1119</b>	<b>6.4800e-003</b>	<b>0.0106</b>	<b>231.4235</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.4161</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9400e-003	0.0980	0.0336	3.9000e-004	0.0128	9.3000e-004	0.0137	3.6900e-003	8.9000e-004	4.5800e-003		42.0923	42.0923	1.4100e-003	6.0700e-003	43.9350
Worker	6.9200e-003	5.0500e-003	0.0787	2.0000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		20.6688	20.6688	5.6000e-004	5.0000e-004	20.8321
<b>Total</b>	<b>0.0109</b>	<b>0.1030</b>	<b>0.1123</b>	<b>5.9000e-004</b>	<b>0.0352</b>	<b>1.0700e-003</b>	<b>0.0362</b>	<b>9.6200e-003</b>	<b>1.0200e-003</b>	<b>0.0106</b>		<b>62.7612</b>	<b>62.7612</b>	<b>1.9700e-003</b>	<b>6.5700e-003</b>	<b>64.7671</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.2661</b>	<b>1.0598</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9400e-003	0.0980	0.0336	3.9000e-004	0.0128	9.3000e-004	0.0137	3.6900e-003	8.9000e-004	4.5800e-003		42.0923	42.0923	1.4100e-003	6.0700e-003	43.9350
Worker	6.9200e-003	5.0500e-003	0.0787	2.0000e-004	0.0224	1.4000e-004	0.0225	5.9300e-003	1.3000e-004	6.0600e-003		20.6688	20.6688	5.6000e-004	5.0000e-004	20.8321
<b>Total</b>	<b>0.0109</b>	<b>0.1030</b>	<b>0.1123</b>	<b>5.9000e-004</b>	<b>0.0352</b>	<b>1.0700e-003</b>	<b>0.0362</b>	<b>9.6200e-003</b>	<b>1.0200e-003</b>	<b>0.0106</b>		<b>62.7612</b>	<b>62.7612</b>	<b>1.9700e-003</b>	<b>6.5700e-003</b>	<b>64.7671</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Parking Lot	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Unmitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Santa Monica City Yards Addendum  
Los Angeles-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	1.00	0
Parking Lot	0.50	Acre	0.50	21,780.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - See 1.0, Project Characteristics.

Land Use - Project-specific information. General Light Industry surrogate for the project. Entire site will be paved.

Construction Phase - Project-specific schedule.

Off-road Equipment - Architectural Coating: Default CalEEMod values.

Off-road Equipment - Building Construction - Fencing: Project-specific assumptions.

Off-road Equipment - Paving: Default CalEEMod values.

Off-road Equipment - Site Preparation and Grading: Project-specific assumptions.

Trips and VMT - Modified default CalEEMod values.

On-road Fugitive Dust - Default CalEEMod values.

Demolition - No demolition.

Grading - Default CalEEMod equation for grading adjusted per grading equipment assumptions. 1,700 tons of Class II base material.

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Architectural Coating - Default CalEEMod values for parking area coating.

Vehicle Trips - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Road Dust - No mobile source emissions.

Woodstoves - Default CalEEMod values (no hearths).

Consumer Products - Default CalEEMod values.

Area Coating - Default CalEEMod values for parking.

Landscape Equipment - No landscaping equipment.

Energy Use - No energy use.

Water And Wastewater - No water use.

Solid Waste - No solid waste.

Construction Off-road Equipment Mitigation - Off-road Equipment: Tier 4 Interim for all equipment over 75 HP (PDF-AQ-1). Water Exposed Area: 2 times daily.

Operational Off-Road Equipment - Estimated outside of CalEEMod.

Fleet Mix - No mobile source emissions.

Stationary Sources - Emergency Generators and Fire Pumps - No stationary sources.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	100.00	21.00
tblConstructionPhase	NumDays	2.00	43.00
tblConstructionPhase	NumDays	5.00	11.00
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.01	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	AcresOfGrading	21.50	1.50
tblGrading	MaterialImported	0.00	1,700.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblLandUse	LandUseSquareFeet	1,000.00	1.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	9.00	10.00
tblVehicleTrips	ST_TR	1.99	0.00

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	WD_TR	4.96	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0275	0.2632	0.2118	4.9000e-004	7.4000e-003	0.0107	0.0181	1.8700e-003	9.8400e-003	0.0117	0.0000	43.3874	43.3874	0.0105	1.3100e-003	44.0411
<b>Maximum</b>	<b>0.0275</b>	<b>0.2632</b>	<b>0.2118</b>	<b>4.9000e-004</b>	<b>7.4000e-003</b>	<b>0.0107</b>	<b>0.0181</b>	<b>1.8700e-003</b>	<b>9.8400e-003</b>	<b>0.0117</b>	<b>0.0000</b>	<b>43.3874</b>	<b>43.3874</b>	<b>0.0105</b>	<b>1.3100e-003</b>	<b>44.0411</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0135	0.1596	0.2607	4.9000e-004	6.9200e-003	1.0100e-003	7.9300e-003	1.8100e-003	1.0000e-003	2.8200e-003	0.0000	43.3874	43.3874	0.0105	1.3100e-003	44.0411
<b>Maximum</b>	<b>0.0135</b>	<b>0.1596</b>	<b>0.2607</b>	<b>4.9000e-004</b>	<b>6.9200e-003</b>	<b>1.0100e-003</b>	<b>7.9300e-003</b>	<b>1.8100e-003</b>	<b>1.0000e-003</b>	<b>2.8200e-003</b>	<b>0.0000</b>	<b>43.3874</b>	<b>43.3874</b>	<b>0.0105</b>	<b>1.3100e-003</b>	<b>44.0411</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	50.98	39.36	-23.13	0.00	6.49	90.52	56.07	3.21	89.84	75.90	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-6-2022	4-5-2022	0.2346	0.1281
2	4-6-2022	7-5-2022	0.0508	0.0418
		Highest	0.2346	0.1281

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7100e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3519	1.3519	1.1000e-004	1.0000e-005	1.3589
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.7100e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.3519</b>	<b>1.3519</b>	<b>1.1000e-004</b>	<b>1.0000e-005</b>	<b>1.3589</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7100e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3519	1.3519	1.1000e-004	1.0000e-005	1.3589
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.7100e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.3519</b>	<b>1.3519</b>	<b>1.1000e-004</b>	<b>1.0000e-005</b>	<b>1.3589</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation and Grading	Grading	2/1/2022	3/31/2022	5	43	
2	Building Construction - Fencing	Building Construction	4/1/2022	4/30/2022	5	21	
3	Paving	Paving	4/1/2022	4/15/2022	5	11	

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Architectural Coating	Architectural Coating	4/16/2022	4/22/2022	5	5
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**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.5**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,307 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation and Grading	Graders	1	8.00	187	0.41
Site Preparation and Grading	Rollers	1	8.00	80	0.38
Site Preparation and Grading	Rubber Tired Dozers	0	6.00	247	0.40
Site Preparation and Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Fencing	Cranes	0	4.00	231	0.29
Building Construction - Fencing	Forklifts	0	6.00	89	0.20
Building Construction - Fencing	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation and Grading	3	8.00	4.00	168.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Fencing	1	10.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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Architectural Coating	1	2.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
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**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Site Preparation and Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.7000e-004	0.0000	8.7000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0160	0.1862	0.1251	2.7000e-004		7.6700e-003	7.6700e-003		7.0600e-003	7.0600e-003	0.0000	23.3395	23.3395	7.5500e-003	0.0000	23.5282
<b>Total</b>	<b>0.0160</b>	<b>0.1862</b>	<b>0.1251</b>	<b>2.7000e-004</b>	<b>8.7000e-004</b>	<b>7.6700e-003</b>	<b>8.5400e-003</b>	<b>1.0000e-004</b>	<b>7.0600e-003</b>	<b>7.1600e-003</b>	<b>0.0000</b>	<b>23.3395</b>	<b>23.3395</b>	<b>7.5500e-003</b>	<b>0.0000</b>	<b>23.5282</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.9000e-004	0.0149	3.3100e-003	5.0000e-005	1.4500e-003	1.0000e-004	1.5500e-003	4.0000e-004	1.0000e-004	5.0000e-004	0.0000	5.1884	5.1884	2.8000e-004	8.2000e-004	5.4406
Vendor	1.7000e-004	4.4200e-003	1.4700e-003	2.0000e-005	5.4000e-004	4.0000e-005	5.8000e-004	1.6000e-004	4.0000e-005	1.9000e-004	0.0000	1.6422	1.6422	5.0000e-005	2.4000e-004	1.7142
Worker	5.9000e-004	4.9000e-004	6.3800e-003	2.0000e-005	1.8800e-003	1.0000e-005	1.9000e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5501	1.5501	4.0000e-005	4.0000e-005	1.5639
<b>Total</b>	<b>1.1500e-003</b>	<b>0.0198</b>	<b>0.0112</b>	<b>9.0000e-005</b>	<b>3.8700e-003</b>	<b>1.5000e-004</b>	<b>4.0300e-003</b>	<b>1.0600e-003</b>	<b>1.5000e-004</b>	<b>1.2000e-003</b>	<b>0.0000</b>	<b>8.3808</b>	<b>8.3808</b>	<b>3.7000e-004</b>	<b>1.1000e-003</b>	<b>8.7187</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9000e-004	0.0000	3.9000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0900e-003	0.0913	0.1686	2.7000e-004		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	23.3395	23.3395	7.5500e-003	0.0000	23.5282
<b>Total</b>	<b>5.0900e-003</b>	<b>0.0913</b>	<b>0.1686</b>	<b>2.7000e-004</b>	<b>3.9000e-004</b>	<b>4.3000e-004</b>	<b>8.2000e-004</b>	<b>4.0000e-005</b>	<b>4.3000e-004</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>23.3395</b>	<b>23.3395</b>	<b>7.5500e-003</b>	<b>0.0000</b>	<b>23.5282</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.9000e-004	0.0149	3.3100e-003	5.0000e-005	1.4500e-003	1.0000e-004	1.5500e-003	4.0000e-004	1.0000e-004	5.0000e-004	0.0000	5.1884	5.1884	2.8000e-004	8.2000e-004	5.4406
Vendor	1.7000e-004	4.4200e-003	1.4700e-003	2.0000e-005	5.4000e-004	4.0000e-005	5.8000e-004	1.6000e-004	4.0000e-005	1.9000e-004	0.0000	1.6422	1.6422	5.0000e-005	2.4000e-004	1.7142
Worker	5.9000e-004	4.9000e-004	6.3800e-003	2.0000e-005	1.8800e-003	1.0000e-005	1.9000e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5501	1.5501	4.0000e-005	4.0000e-005	1.5639
<b>Total</b>	<b>1.1500e-003</b>	<b>0.0198</b>	<b>0.0112</b>	<b>9.0000e-005</b>	<b>3.8700e-003</b>	<b>1.5000e-004</b>	<b>4.0300e-003</b>	<b>1.0600e-003</b>	<b>1.5000e-004</b>	<b>1.2000e-003</b>	<b>0.0000</b>	<b>8.3808</b>	<b>8.3808</b>	<b>3.7000e-004</b>	<b>1.1000e-003</b>	<b>8.7187</b>

**3.3 Building Construction - Fencing - 2022**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.7300e-003	0.0176	0.0235	3.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	2.8694	2.8694	9.3000e-004	0.0000	2.8926
<b>Total</b>	<b>1.7300e-003</b>	<b>0.0176</b>	<b>0.0235</b>	<b>3.0000e-005</b>		<b>9.5000e-004</b>	<b>9.5000e-004</b>		<b>8.7000e-004</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>2.8694</b>	<b>2.8694</b>	<b>9.3000e-004</b>	<b>0.0000</b>	<b>2.8926</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.0000e-005	2.1600e-003	7.2000e-004	1.0000e-005	2.6000e-004	2.0000e-005	2.8000e-004	8.0000e-005	2.0000e-005	1.0000e-004	0.0000	0.8020	0.8020	3.0000e-005	1.2000e-004	0.8372
Worker	3.6000e-004	3.0000e-004	3.8900e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.9463	0.9463	3.0000e-005	3.0000e-005	0.9547
<b>Total</b>	<b>4.4000e-004</b>	<b>2.4600e-003</b>	<b>4.6100e-003</b>	<b>2.0000e-005</b>	<b>1.4100e-003</b>	<b>3.0000e-005</b>	<b>1.4400e-003</b>	<b>3.9000e-004</b>	<b>3.0000e-005</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.7483</b>	<b>1.7483</b>	<b>6.0000e-005</b>	<b>1.5000e-004</b>	<b>1.7919</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3000e-004	0.0142	0.0246	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.8694	2.8694	9.3000e-004	0.0000	2.8926
<b>Total</b>	<b>7.3000e-004</b>	<b>0.0142</b>	<b>0.0246</b>	<b>3.0000e-005</b>		<b>5.0000e-005</b>	<b>5.0000e-005</b>		<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.8694</b>	<b>2.8694</b>	<b>9.3000e-004</b>	<b>0.0000</b>	<b>2.8926</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.0000e-005	2.1600e-003	7.2000e-004	1.0000e-005	2.6000e-004	2.0000e-005	2.8000e-004	8.0000e-005	2.0000e-005	1.0000e-004	0.0000	0.8020	0.8020	3.0000e-005	1.2000e-004	0.8372
Worker	3.6000e-004	3.0000e-004	3.8900e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.9463	0.9463	3.0000e-005	3.0000e-005	0.9547
<b>Total</b>	<b>4.4000e-004</b>	<b>2.4600e-003</b>	<b>4.6100e-003</b>	<b>2.0000e-005</b>	<b>1.4100e-003</b>	<b>3.0000e-005</b>	<b>1.4400e-003</b>	<b>3.9000e-004</b>	<b>3.0000e-005</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>1.7483</b>	<b>1.7483</b>	<b>6.0000e-005</b>	<b>1.5000e-004</b>	<b>1.7919</b>

**3.4 Paving - 2022**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5600e-003	0.0326	0.0387	6.0000e-005		1.6300e-003	1.6300e-003		1.5200e-003	1.5200e-003	0.0000	5.1683	5.1683	1.5100e-003	0.0000	5.2059
Paving	6.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>4.2200e-003</b>	<b>0.0326</b>	<b>0.0387</b>	<b>6.0000e-005</b>		<b>1.6300e-003</b>	<b>1.6300e-003</b>		<b>1.5200e-003</b>	<b>1.5200e-003</b>	<b>0.0000</b>	<b>5.1683</b>	<b>5.1683</b>	<b>1.5100e-003</b>	<b>0.0000</b>	<b>5.2059</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	5.7000e-004	1.9000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2101	0.2101	1.0000e-005	3.0000e-005	0.2193
Worker	3.4000e-004	2.8000e-004	3.6700e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0900e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8922	0.8922	3.0000e-005	2.0000e-005	0.9001
<b>Total</b>	<b>3.6000e-004</b>	<b>8.5000e-004</b>	<b>3.8600e-003</b>	<b>1.0000e-005</b>	<b>1.1500e-003</b>	<b>2.0000e-005</b>	<b>1.1600e-003</b>	<b>3.1000e-004</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>1.1023</b>	<b>1.1023</b>	<b>4.0000e-005</b>	<b>5.0000e-005</b>	<b>1.1194</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8700e-003	0.0281	0.0431	6.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	5.1683	5.1683	1.5100e-003	0.0000	5.2059
Paving	6.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.5300e-003</b>	<b>0.0281</b>	<b>0.0431</b>	<b>6.0000e-005</b>		<b>3.2000e-004</b>	<b>3.2000e-004</b>		<b>3.2000e-004</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>5.1683</b>	<b>5.1683</b>	<b>1.5100e-003</b>	<b>0.0000</b>	<b>5.2059</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	5.7000e-004	1.9000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2101	0.2101	1.0000e-005	3.0000e-005	0.2193
Worker	3.4000e-004	2.8000e-004	3.6700e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.0900e-003	2.9000e-004	1.0000e-005	2.9000e-004	0.0000	0.8922	0.8922	3.0000e-005	2.0000e-005	0.9001
<b>Total</b>	<b>3.6000e-004</b>	<b>8.5000e-004</b>	<b>3.8600e-003</b>	<b>1.0000e-005</b>	<b>1.1500e-003</b>	<b>2.0000e-005</b>	<b>1.1600e-003</b>	<b>3.1000e-004</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>1.1023</b>	<b>1.1023</b>	<b>4.0000e-005</b>	<b>5.0000e-005</b>	<b>1.1194</b>

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1000e-004	3.5200e-003	4.5300e-003	1.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
<b>Total</b>	<b>3.5400e-003</b>	<b>3.5200e-003</b>	<b>4.5300e-003</b>	<b>1.0000e-005</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6394</b>

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**3.5 Architectural Coating - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	2.6000e-004	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0955	0.0955	0.0000	1.0000e-005	0.0997
Worker	2.0000e-005	1.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0451	0.0451	0.0000	0.0000	0.0455
<b>Total</b>	<b>3.0000e-005</b>	<b>2.7000e-004</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.1405</b>	<b>0.1405</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.1451</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.0300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4000e-004	2.6500e-003	4.5800e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
<b>Total</b>	<b>3.1700e-003</b>	<b>2.6500e-003</b>	<b>4.5800e-003</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6394</b>

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**3.5 Architectural Coating - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	2.6000e-004	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0955	0.0955	0.0000	1.0000e-005	0.0997
Worker	2.0000e-005	1.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0451	0.0451	0.0000	0.0000	0.0455
<b>Total</b>	<b>3.0000e-005</b>	<b>2.7000e-004</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.1405</b>	<b>0.1405</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.1451</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Parking Lot	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**





Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7623	1.3519	1.1000e-004	1.0000e-005	1.3589
<b>Total</b>		<b>1.3519</b>	<b>1.1000e-004</b>	<b>1.0000e-005</b>	<b>1.3589</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7623	1.3519	1.1000e-004	1.0000e-005	1.3589
<b>Total</b>		<b>1.3519</b>	<b>1.1000e-004</b>	<b>1.0000e-005</b>	<b>1.3589</b>

**6.0 Area Detail**

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Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.7100e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

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Santa Monica City Yards Addendum - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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## Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Santa Monica City Yards Addendum - LST Analysis****Los Angeles-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	1.00	0
Parking Lot	0.50	Acre	0.50	21,780.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - See 1.0, Project Characteristics.

Land Use - Project-specific information. General Light Industry surrogate for the project. Entire site will be paved.

Construction Phase - Project-specific schedule.

Off-road Equipment - Architectural Coating: Default CalEEMod values.

Off-road Equipment - Building Construction - Fencing: Project-specific assumptions.

Off-road Equipment - Paving: Default CalEEMod values.

Off-road Equipment - Site Preparation and Grading: Project-specific assumptions.

Trips and VMT - No offsite vehicles for LST analysis.

On-road Fugitive Dust - Default CalEEMod values.

Demolition - No demolition.

Grading - Default CalEEMod equation for grading adjusted per grading equipment assumptions. 1,700 tons of Class II base material.

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Architectural Coating - Default CalEEMod values for parking area coating.

Vehicle Trips - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Road Dust - No mobile source emissions.

Woodstoves - Default CalEEMod values (no hearths).

Consumer Products - Default CalEEMod values.

Area Coating - Default CalEEMod values for parking.

Landscape Equipment - No landscaping equipment.

Energy Use - No energy use.

Water And Wastewater - No water use.

Solid Waste - No solid waste.

Construction Off-road Equipment Mitigation - Off-road Equipment: Tier 4 Interim for all equipment over 75 HP (PDF-AQ-1). Water Exposed Area: 2 times daily.

Operational Off-Road Equipment - Estimated outside of CalEEMod.

Fleet Mix - No mobile source emissions.

Stationary Sources - Emergency Generators and Fire Pumps - No stationary sources.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim



Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.01	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	AcresOfGrading	1.00	1.50
tblGrading	MaterialImported	0.00	1,700.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblLandUse	LandUseSquareFeet	1,000.00	1.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblTripsAndVMT	HaulingTripNumber	168.00	0.00
tblTripsAndVMT	VendorTripNumber	4.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	9.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	2.00	0.00
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	WD_TR	4.96	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.4161	8.6591	7.0348	0.0124	0.8714	0.3568	1.2282	0.0974	0.3283	0.4257	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970
Maximum	1.4161	8.6591	7.0348	0.0124	0.8714	0.3568	1.2282	0.0974	0.3283	0.4257	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.2661	7.7596	7.8281	0.0124	0.3921	0.1766	0.5687	0.0438	0.1632	0.2070	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970
Maximum	1.2661	7.7596	7.8281	0.0124	0.3921	0.1766	0.5687	0.0438	0.1632	0.2070	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970



Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation and Grading	Grading	1/6/2022	1/7/2022	5	2	
2	Building Construction - Fencing	Building Construction	1/8/2022	5/27/2022	5	100	
3	Paving	Paving	5/28/2022	6/3/2022	5	5	
4	Architectural Coating	Architectural Coating	6/4/2022	6/10/2022	5	5	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.5**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,307 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation and Grading	Graders	1	8.00	187	0.41
Site Preparation and Grading	Rollers	1	8.00	80	0.38
Site Preparation and Grading	Rubber Tired Dozers	0	6.00	247	0.40
Site Preparation and Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Fencing	Cranes	0	4.00	231	0.29
Building Construction - Fencing	Forklifts	0	6.00	89	0.20
Building Construction - Fencing	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation and Grading	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Fencing	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8714	0.0000	0.8714	0.0974	0.0000	0.0974			0.0000			0.0000
Off-Road	0.7460	8.6591	5.8200	0.0124		0.3568	0.3568		0.3283	0.3283		1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.7460</b>	<b>8.6591</b>	<b>5.8200</b>	<b>0.0124</b>	<b>0.8714</b>	<b>0.3568</b>	<b>1.2282</b>	<b>0.0974</b>	<b>0.3283</b>	<b>0.4257</b>		<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Unmitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3921	0.0000	0.3921	0.0438	0.0000	0.0438			0.0000			0.0000
Off-Road	0.5436	7.7596	6.0476	0.0124		0.1766	0.1766		0.1632	0.1632	0.0000	1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.5436</b>	<b>7.7596</b>	<b>6.0476</b>	<b>0.0124</b>	<b>0.3921</b>	<b>0.1766</b>	<b>0.5687</b>	<b>0.0438</b>	<b>0.1632</b>	<b>0.2070</b>	<b>0.0000</b>	<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Mitigated Construction Off-Site**

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



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1647	1.6756	2.2379	3.1100e-003		0.0901	0.0901		0.0829	0.0829		301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.1647</b>	<b>1.6756</b>	<b>2.2379</b>	<b>3.1100e-003</b>		<b>0.0901</b>	<b>0.0901</b>		<b>0.0829</b>	<b>0.0829</b>		<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Unmitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0696	1.3546	2.3421	3.1100e-003		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.0696</b>	<b>1.3546</b>	<b>2.3421</b>	<b>3.1100e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>	<b>0.0000</b>	<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Mitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9089</b>	<b>5.9174</b>	<b>7.0348</b>	<b>0.0113</b>		<b>0.2961</b>	<b>0.2961</b>		<b>0.2758</b>	<b>0.2758</b>		<b>1,035.8246</b>	<b>1,035.8246</b>	<b>0.3017</b>		<b>1,043.3677</b>

**Unmitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3394	5.1054	7.8281	0.0113		0.0579	0.0579		0.0579	0.0579	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6014</b>	<b>5.1054</b>	<b>7.8281</b>	<b>0.0113</b>		<b>0.0579</b>	<b>0.0579</b>		<b>0.0579</b>	<b>0.0579</b>	<b>0.0000</b>	<b>1,035.824 6</b>	<b>1,035.824 6</b>	<b>0.3017</b>		<b>1,043.367 7</b>

**Mitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.4161</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.2661</b>	<b>1.0598</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Parking Lot	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Unmitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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## Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied****Santa Monica City Yards Addendum - LST Analysis****Los Angeles-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	1.00	1000sqft	0.00	1.00	0
Parking Lot	0.50	Acre	0.50	21,780.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11	<b>Operational Year</b>	2022		
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - See 1.0, Project Characteristics.

Land Use - Project-specific information. General Light Industry surrogate for the project. Entire site will be paved.

Construction Phase - Project-specific schedule.

Off-road Equipment - Architectural Coating: Default CalEEMod values.

Off-road Equipment - Building Construction - Fencing: Project-specific assumptions.

Off-road Equipment - Paving: Default CalEEMod values.

Off-road Equipment - Site Preparation and Grading: Project-specific assumptions.

Trips and VMT - No offsite vehicles for LST analysis.

On-road Fugitive Dust - Default CalEEMod values.

Demolition - No demolition.

Grading - Default CalEEMod equation for grading adjusted per grading equipment assumptions. 1,700 tons of Class II base material.

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Architectural Coating - Default CalEEMod values for parking area coating.

Vehicle Trips - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Vehicle Emission Factors - No mobile source emissions.

Road Dust - No mobile source emissions.

Woodstoves - Default CalEEMod values (no hearths).

Consumer Products - Default CalEEMod values.

Area Coating - Default CalEEMod values for parking.

Landscape Equipment - No landscaping equipment.

Energy Use - No energy use.

Water And Wastewater - No water use.

Solid Waste - No solid waste.

Construction Off-road Equipment Mitigation - Off-road Equipment: Tier 4 Interim for all equipment over 75 HP (PDF-AQ-1). Water Exposed Area: 2 times daily.

Operational Off-Road Equipment - Estimated outside of CalEEMod.

Fleet Mix - No mobile source emissions.

Stationary Sources - Emergency Generators and Fire Pumps - No stationary sources.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	1.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblEnergyUse	LightingElect	3.10	0.00
tblEnergyUse	NT24E	5.75	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24E	2.01	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	AcresOfGrading	1.00	1.50
tblGrading	MaterialImported	0.00	1,700.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblLandUse	LandUseSquareFeet	1,000.00	1.00
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1.24	0.00
tblTripsAndVMT	HaulingTripNumber	168.00	0.00
tblTripsAndVMT	VendorTripNumber	4.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	9.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	2.00	0.00
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	WD_TR	4.96	0.00
tblWater	IndoorWaterUseRate	231,250.00	0.00

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.4161	8.6591	7.0348	0.0124	0.8714	0.3568	1.2282	0.0974	0.3283	0.4257	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970
Maximum	1.4161	8.6591	7.0348	0.0124	0.8714	0.3568	1.2282	0.0974	0.3283	0.4257	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.2661	7.7596	7.8281	0.0124	0.3921	0.1766	0.5687	0.0438	0.1632	0.2070	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970
Maximum	1.2661	7.7596	7.8281	0.0124	0.3921	0.1766	0.5687	0.0438	0.1632	0.2070	0.0000	1,196.6217	1,196.6217	0.3870	0.0000	1,206.2970



## Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.60	10.39	-11.28	0.00	55.00	50.51	53.70	55.00	50.29	51.37	0.00	0.00	0.00	0.00	0.00	0.00

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.4100e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.5000e-004</b>

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation and Grading	Grading	1/6/2022	1/7/2022	5	2	
2	Building Construction - Fencing	Building Construction	1/8/2022	5/27/2022	5	100	
3	Paving	Paving	5/28/2022	6/3/2022	5	5	
4	Architectural Coating	Architectural Coating	6/4/2022	6/10/2022	5	5	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 0.5**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,307 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation and Grading	Graders	1	8.00	187	0.41
Site Preparation and Grading	Rollers	1	8.00	80	0.38
Site Preparation and Grading	Rubber Tired Dozers	0	6.00	247	0.40
Site Preparation and Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Fencing	Cranes	0	4.00	231	0.29
Building Construction - Fencing	Forklifts	0	6.00	89	0.20
Building Construction - Fencing	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation and Grading	3	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Fencing	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8714	0.0000	0.8714	0.0974	0.0000	0.0974			0.0000			0.0000
Off-Road	0.7460	8.6591	5.8200	0.0124		0.3568	0.3568		0.3283	0.3283		1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.7460</b>	<b>8.6591</b>	<b>5.8200</b>	<b>0.0124</b>	<b>0.8714</b>	<b>0.3568</b>	<b>1.2282</b>	<b>0.0974</b>	<b>0.3283</b>	<b>0.4257</b>		<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Unmitigated Construction Off-Site**

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

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Site Preparation and Grading - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3921	0.0000	0.3921	0.0438	0.0000	0.0438			0.0000			0.0000
Off-Road	0.5436	7.7596	6.0476	0.0124		0.1766	0.1766		0.1632	0.1632	0.0000	1,196.6217	1,196.6217	0.3870		1,206.2970
<b>Total</b>	<b>0.5436</b>	<b>7.7596</b>	<b>6.0476</b>	<b>0.0124</b>	<b>0.3921</b>	<b>0.1766</b>	<b>0.5687</b>	<b>0.0438</b>	<b>0.1632</b>	<b>0.2070</b>	<b>0.0000</b>	<b>1,196.6217</b>	<b>1,196.6217</b>	<b>0.3870</b>		<b>1,206.2970</b>

**Mitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Building Construction - Fencing - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1647	1.6756	2.2379	3.1100e-003		0.0901	0.0901		0.0829	0.0829		301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.1647</b>	<b>1.6756</b>	<b>2.2379</b>	<b>3.1100e-003</b>		<b>0.0901</b>	<b>0.0901</b>		<b>0.0829</b>	<b>0.0829</b>		<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Unmitigated Construction Off-Site**

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

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**3.3 Building Construction - Fencing - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0696	1.3546	2.3421	3.1100e-003		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	301.2390	301.2390	0.0974		303.6746
<b>Total</b>	<b>0.0696</b>	<b>1.3546</b>	<b>2.3421</b>	<b>3.1100e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>		<b>5.0600e-003</b>	<b>5.0600e-003</b>	<b>0.0000</b>	<b>301.2390</b>	<b>301.2390</b>	<b>0.0974</b>		<b>303.6746</b>

**Mitigated Construction Off-Site**

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



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9089</b>	<b>5.9174</b>	<b>7.0348</b>	<b>0.0113</b>		<b>0.2961</b>	<b>0.2961</b>		<b>0.2758</b>	<b>0.2758</b>		<b>1,035.8246</b>	<b>1,035.8246</b>	<b>0.3017</b>		<b>1,043.3677</b>

**Unmitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3394	5.1054	7.8281	0.0113		0.0579	0.0579		0.0579	0.0579	0.0000	1,035.824 6	1,035.824 6	0.3017		1,043.367 7
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6014</b>	<b>5.1054</b>	<b>7.8281</b>	<b>0.0113</b>		<b>0.0579</b>	<b>0.0579</b>		<b>0.0579</b>	<b>0.0579</b>	<b>0.0000</b>	<b>1,035.824 6</b>	<b>1,035.824 6</b>	<b>0.3017</b>		<b>1,043.367 7</b>

**Mitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.4161</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

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

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.2116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.2661</b>	<b>1.0598</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>		<b>3.9600e-003</b>	<b>3.9600e-003</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397
Parking Lot	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
Unmitigated	9.4100e-003	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>



Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.7300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		3.3000e-004	3.3000e-004	0.0000		3.5000e-004
<b>Total</b>	<b>9.4000e-003</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>3.3000e-004</b>	<b>3.3000e-004</b>	<b>0.0000</b>		<b>3.5000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Santa Monica City Yards Addendum - LST Analysis - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Santa Monica City Yards Addendum  
Off-Road Equipment Emissions

2022 EMISSIONS

Equipment	# of Units	Hrs/Day	Duration (Days)	Daily Emissions (lb/day)								Annual Emissions (tons/year)						Annual Emissions (MT/year)					
				ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O	CO2e	ROG	NOx	CO	SOx	PM10	PM2.5	CO2	CH4	N2O	CO2e
Other Material Handling Equipment	1	8	260	0.0719	0.3118	2.6380	0.0058	0.0096	0.0096	566.2381	0.1831	0.0000	570.8164	0.009	0.041	0.343	0.001	0.001	0.001	66.77	0.02	0.00	67.31
Rubber Tired Loaders	3	8	260	0.2159	0.9357	7.9172	0.0175	0.0288	0.0288	1691.0520	0.5469	0.0000	1704.7250	0.028	0.122	1.029	0.002	0.004	0.004	199.40	0.06	0.00	201.01
<b>TOTAL</b>				<b>0.2879</b>	<b>1.2474</b>	<b>10.5552</b>	<b>0.0233</b>	<b>0.0384</b>	<b>0.0384</b>	<b>2257.2901</b>	<b>0.7301</b>	<b>0.0000</b>	<b>2275.5414</b>	<b>0.0374</b>	<b>0.1622</b>	<b>1.3722</b>	<b>0.0030</b>	<b>0.0050</b>	<b>0.0050</b>	<b>266.1657</b>	<b>0.0861</b>	<b>0.0000</b>	<b>268.3178</b>



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# **Appendix B**

## Noise Modeling Data



## Appendix B- Noise





# Construction Noise Model Input / Output



To User: bordered cells are inputs, unbordered cells have formulae

noise level limit for construction phase at residential land use, per FTA guidance = **NA**  
 allowable hours over which Leq is to be averaged = **1**

Construction Activity	Equipment	Total Equipment Qty	AUF % (from FHWA RCNM)	Reference Lmax @ 50 ft. from FHWA RCNM	Client Equipment Description, Data Source and/or Notes	Source to NSR Distance (ft.)	Temporary Barrier Insertion Loss (dB)	Additional Noise Reduction	Distance-Adjusted Lmax	Allowable Operation Time (hours)	Allowable Operation Time (minutes)	Predicted 1-hour Leq	Barrier Height (ft)	ILbarr (dB)
Site Preparation and Grading	Grader	1	40	85		25	0.0		91.0	1	60	87	0	0.0
	Roller	1	20	80		50	0.0		80.0	1	60	73	0	0.0
	Backhoe	1	40	78		100	0.0		69.8	1	60	66	0	0.0
Total for Site Preparation and Grading Phase:												87.2		
Building Construction - Fencing	Front end loader	1	40	79		25	0.0		85.0	1	60	81	0	0.0
Total for Building Construction - Fencing Phase:												81.0		
Paving	Concrete mixer truck	1	40	79		25	0.0		85.0	1	60	81	0	0.0
	Paver	1	50	77		50	0.0		77.0	1	60	74	0	0.0
	Roller	1	20	80		100	0.0		71.8	1	60	65	0	0.0
	Backhoe	1	40	78		150	0.0		65.1	1	60	61	0	0.0
Total for Paving Phase:												81.9		
Architectural Coating	Compressor (air)	1	40	78		50	0.0		78.0	1	60	74	0	0.0
Total for Architectural Coating Phase:												74.0		

Mobile Home Park Rcptr\_Typical

To User: bordered cells are inputs, unbordered cells have formulae

noise level limit for construction phase at residential land use, per FTA guidance = **NA**  
 allowable hours over which Leq is to be averaged = **1**

Construction Activity	Equipment	Total Equipment Qty	AUF % (from FHWA RCNM)	Reference Lmax @ 50 ft. from FHWA RCNM	Client Equipment Description, Data Source and/or Notes	Source to NSR Distance (ft.)	Temporary Barrier Insertion Loss (dB)	Additional Noise Reduction	Distance-Adjusted Lmax	Allowable Operation Time (hours)	Allowable Operation Time (minutes)	Predicted 1-hour Leq
Site Preparation and Grading	Grader	1	40	85		100	0.0		76.8	1	60	73
	Roller	1	20	80		100	0.0		71.8	1	60	65
	Backhoe	1	40	78		100	0.0		69.8	1	60	66
Total for Site Preparation and Grading Phase:												74.1
Building Construction - Fencing	Front end loader	1	40	79		100	0.0		70.8	1	60	67
Total for Building Construction - Fencing Phase:												66.8
Paving	Concrete mixer truck	1	40	79		100	0.0		70.8	1	60	67
	Paver	1	50	77		100	0.0		68.8	1	60	66
	Roller	1	20	80		100	0.0		71.8	1	60	65
	Backhoe	1	40	78		100	0.0		69.8	1	60	66
Total for Paving Phase:												71.9
Architectural Coating	Compressor (air)	1	40	78		100	0.0		69.8	1	60	66
Total for Architectural Coating Phase:												65.8

# Operational Noise Memorandum



## MEMORANDUM

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**To:** Chris Celsi, Resource Recovery and Recycling Manager, City of Santa Monica  
**From:** Mike Greene, INCE Bd. Cert.  
**Subject:** City of Santa Monica Yard Processing and Transfer Facility Relocation Project –  
Operational Noise  
**Date:** January 19, 2022  
**cc:** Yvonne Yeung, Resource Recovery and Recycling Administrator, City of Santa Monica  
Rachel Struglia, PhD, AICP, Dudek Project Manager  
**Attachment(s):** Figure B-1 - Predicted Noise Levels: Scenario 1, 15-Minute  $L_{eq}$  (dBA)  
Figure B-2 - Predicted Noise Levels: Scenario 1, 5-Minute  $L_{eq}$  (dBA)  
Figure B-3 - Predicted Noise Levels: Scenario 2, 15-Minute  $L_{eq}$  (dBA)  
Figure B-4 - Predicted Noise Levels: Scenario 2, 5-Minute  $L_{eq}$  (dBA)

A: Field Noise Measurement Data - Tip and Transfer Activities  
B: Field Noise Measurement Data - Queueing, Movement and Storage Activities  
C: Composite  $L_{eq}$  Calculations - Tip and Transfer Activities  
D: Composite  $L_{eq}$  Calculations - Queueing, Movement and Storage Activities

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At the request of City of Santa Monica (City) Resource Recovery and Recycling staff, Dudek has conducted an assessment of potential operational noise impacts resulting from the proposed relocation of the City Yard's processing and transfer facility. The City's processing and transfer facility, which was located in the southern portion of the City Yards Site, would be relocated to the Hanson and SCD lots. The Hanson lot is owned by the City and the SCD lot is owned by Southern California Disposal. The two lots would be combined so that the tipping activities would occur primarily on the SCD lot and the sorting and transfer activities would occur on the Hanson lot. The proposed processing and transfer facility would occupy an approximately 40,942-square foot area.

The SCD lot is currently used by SCD to tip materials. The addition of the Hanson lot would allow enough space to sort the materials into different piles primarily dirt, concrete, and construction and demolition material, as well as store equipment and provide a staging area for trucks that may be waiting for the SCD transfer area to clear of trucks depositing materials.

Immediately east of the proposed processing and transfer facility, a 12-foot high acoustical K-Rail barrier mounted sound wall which would be constructed from the existing wall on the SCD lot to the northeast corner of the Hanson lot. The sound wall would be approximately 150 to 200 feet long.

## Noise Measurements

### Tip and Transfer Activities Noise Measurements at SCD Lot

In coordination with facility staff, a Dudek field noise specialist conducted on-site noise measurements on June 10, 2021 at the proposed future tipping and transfer location (the SCD lot) during a demonstration of typical activities to be conducted at the proposed site. Using a second noise meter, simultaneous noise measurements

were conducted at the mobile homes (Mountain View Mobile Inn) to the east. Noise measurements were conducted in the absence of ongoing construction noise at the City Yards site to the north. The noise measurements were conducted using sound level meters classified as Type II (General Purpose) by the American National Standards Institute (ANSI) and in accordance with ANSI protocol for community noise measurements.

During the on-site noise measurements, the major activities (trash dumping (i.e., tipping), trash piling, and trash loading (i.e., transfer) were measured at a reference distance of approximately 50 feet from the primary work area. The on-site measurements were conducted with the noise meter set to collect consecutive 5-second time intervals, to be able to assess the noise data at a fine level of detail as needed. The resulting noise data was then compiled to provide overall energy-average ( $L_{eq}$ ) activity noise levels, as well as the maximum ( $L_{max}$ ) and minimum ( $L_{min}$ ) noise levels throughout the duration of the measured activity. Just prior to the tipping and transfer activities, another sound level meter was set up at the Mountain View Mobile Inn, near the westerly boundary between the mobile home park and the SCD Lot site and set to run continuously while the on-site activities proceeded. During this time, the primary noise source was observed to be noise from the tipping and transfer activities as well as traffic noise on the I-10 freeway to the south. The results for both the on-site noise measurements and the simultaneous mobile home park measurements are summarized in Table 1.

**Table 1**  
**Noise Measurement Data Summary (dBA) – Tip and Transfer Activities**

Noise Metric	On-Site (SCD Property)				Nearest Noise-Sensitive Land Use (Mobile Home Park)				
	Activity/Measurement Duration				Activity/Measurement Duration				
	Trash Dumping (approx. 50 feet away)	Trash Piling (approx. 50 feet away)	Trash Loading (approx. 50 feet away)	On-Site No Activity	Mobile Home Park During Trash Dumping	Mobile Home Park During Trash Piling	Mobile Home Park During Trash Loading	Mobile Home Park Ambient	Mobile Home Park Overall
	3.4 minutes	1.7 minutes	4.8 minutes	1.5 minutes	3.4 minutes	1.7 minutes	4.8 minutes	1.5 minutes	81 minutes
$L_{eq}$	76.2	78.0	75.2	70.9	62.7	65.3	66.1	64.8	65.8
$L_{max}$	86.8	87.1	89.0	80.0	67.4	74.2	72.1	67	82.6
$L_{min}$	68.2	68.6	70.2	65.8	60.1	60.3	63.2	62.6	60.1

Source: Attachment A

### Queueing, Movement and Storage Activities Noise Measurements at Hanson Lot

On December 10, 2021 a Dudek field noise specialist conducted on-site noise measurements in coordination with facility staff at the proposed future queueing, movement and storage location (the Hanson lot) during a demonstration of typical activities to be conducted at the proposed site. Using a second noise meter, simultaneous noise measurements were conducted at the mobile homes (Mountain View Mobile Inn) to the south. Noise measurements were conducted in the absence of ongoing construction noise at the City Yards site to the north. The noise measurements were conducted using sound level meters classified as Type II (General Purpose) by the American National Standards Institute (ANSI) and in accordance with ANSI protocol for community noise measurements.



During the on-site noise measurements, the major activities (truck movements, dirt piling, and dirt loading) were measured at a reference distance of approximately 100 feet from the primary work area (approximately 70 feet from truck movements). The on-site measurements were conducted with the noise meter set to collect consecutive 5-second time intervals, to be able to assess the noise data at a fine level of detail as needed. The resulting noise data was then compiled to provide overall energy-average ( $L_{eq}$ ) activity noise levels, as well as the maximum ( $L_{max}$ ) and minimum ( $L_{min}$ ) noise levels throughout the duration of the measured activity. Just prior to the tipping and transfer activities, another sound level meter was set up at the Mountain View Mobile Inn, near the northern boundary between the mobile home park and the Hanson Lot site and set to run continuously while the on-site activities proceeded. During this time, the primary noise source was observed to be traffic noise on the I-10 freeway to the south as well as noise from the SCD and City Yard activities to the west and north. The results for both the on-site noise measurements and the simultaneous mobile home park measurements are summarized in Table 2.

**Table 2**  
**Noise Measurement Data Summary (dBA) - Queuing, Movement and Storage Activities**

Noise Metric	On-Site (Hanson Lot)				Nearest Noise-Sensitive Land Use (Mobile Home Park)				
	Activity/Measurement Duration				Activity/Measurement Duration				
	Truck Driving (approx. 70 feet away)	Dirt Dumping (approx. 100 feet away)	Dirt Loading (approx. 100 feet away)	On-Site No Activity	Mobile Home Park During Truck Driving	Mobile Home Park During Dirt Dumping	Mobile Home Park During Dirt Loading	Mobile Home Park Ambient	Mobile Home Park Overall
	3 minutes	4 minutes	6 minutes	5 minutes	3 minutes	4 minutes	6 minutes	5 minutes	45 minutes
$L_{eq}$	56.1	58.2	55.5	55.5	59.4	59.1	59.2	59.3	58.9
$L_{max}$	60.9	66.6	62.8	59.3	61.9	63.4	66.0	64.8	67.4
$L_{min}$	53.6	53.6	53.3	53.2	57.4	57.0	57.5	57.3	55.8

Source: Attachment B

## Noise Data Analysis

### Tip and Transfer Activities Noise Measurements at SCD Lot

Using the measured noise levels, the relative differences in the noise produced by the tip-and-transfer activities on-site versus at the nearby mobile home park is provided in Table 2. We believe that the substantially lower levels at the mobile home park are due to the existing barrier along the boundary between the SCD lot and the mobile home park, which is approximately 14 feet in height. As shown in Table 3, the measured noise levels at the mobile home park ranged from approximately 63 to 66 dBA  $L_{eq}$  during tip-and-transfer activities, while on-site noise levels were approximately 9 to 14 dB higher. This shows that the existing noise barrier is quite effective at reducing the noise levels from on-site noise at the adjacent community.

Additionally, it is noted (from Table 1) that the mobile home park ambient noise level (a sample of the continuous noise monitoring during a brief period of time when no tip-and-transfer noise was taking place) was approximately 65 dBA  $L_{eq}$ , and the overall continuous noise level was approximately 66 dBA  $L_{eq}$ . Comparing these levels to the measured mobile home park noise levels during tip-and-transfer activities (63 to 66 dBA  $L_{eq}$ ) indicates that on

an energy-average (i.e.,  $L_{eq}$  basis), the transfer of tip-and-transfer activities is not expected to result in a marked increase in overall noise levels at the mobile home park. This is primarily because the existing ambient noise levels are relatively high and seem to be dominated by freeway traffic.

**Table 3**  
**Noise Measurement Data Summary (dBA) – Tip and Transfer Activities**

Noise Metric	Trash Dumping On-Site (approx. 50 feet away)	Mobile Home Park During Trash Dumping	Noise Level Difference (On-Site minus Mobile Home Park)	Trash Piling On-Site (approx. 50 feet away)	Mobile Home Park During Trash Piling	Noise Level Difference (On-Site minus Mobile Home Park)	Trash Loading On-Site (approx. 50 feet away)	Mobile Home Park During Trash Loading	Noise Level Difference (On-Site minus Mobile Home Park)
$L_{eq}$	76.2	62.7	13.5	78.0	65.3	12.7	75.2	66.1	9.1

Source: Attachment A

As to the question of whether the proposed relocation would exceed City of Santa Monica noise regulations for on-site noise, the following analysis is provided. The City of Santa Monica Municipal Code Noise Ordinance’s Section 4.12.060 (Exterior Noise Standards) provides the following information:

- (a) The following noise standards (Table 4), unless otherwise specifically indicated, shall apply to all property with a designated noise zone during the times indicated:

**Table 4**  
**City of Santa Monica Operational (On-Site) Noise Standards**

Noise Zone	Time Interval	Allowable $L_{eq}$	
		15-Minute Continuous Measurement Period	5-Minute Continuous Measurement Period
I	Monday—Friday		
	10 p.m. to 7 a.m.:	50 dBA	55 dBA
	7 a.m. to 10 p.m.:	60 dBA	65 dBA
	Saturday and Sunday		
	10 p.m. to 8 a.m.:	50 dBA	55 dBA
	8 a.m. to 10 p.m.:	60 dBA	65 dBA
II	All Days of Week		
	10 p.m. to 7 a.m.:	60 dBA	65 dBA
	7 a.m. to 10 p.m.:	65 dBA	70 dBA
III	Anytime	70 dBA	75 dBA

Source: City of Santa Monica Municipal Code

$L_{eq}$  = equivalent continuous sound level; dBA = A-weighted sound level.

- (b) For each Noise Zone, the allowable exterior equivalent noise level shall be reduced by five dBA for impulsive or simple tone noise, or for noises consisting of speech or music. If the ambient noise level exceeds the allowable exterior noise level standard, the ambient noise level shall be the standard.
- (c) Except as provided for in this Chapter, no person shall at any location within the City create any noise or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes:
  - (1) The equivalent noise level to exceed the noise standards established in subsection (a) of this Section for the noise zone where the measurement is taken; or
  - (2) A maximum instantaneous A-weighted, slow sound pressure level to exceed the decibel limits established in subsection (a) of this Section for the noise zone where the measurement is taken plus twenty dBA for any period of time.
- (d) If any portion of a parcel is located within one hundred feet of a noise zone with higher noise standards as compared to the noise standards for the noise zone in which the parcel is located, then the maximum allowable exterior equivalent noise level for the entire parcel shall be the average of the noise standards of the two noise zones. However, any noise level measurement must be taken at least twenty-five feet from the parcel line of the source of the noise.

Based upon the City of Santa Monica Zoning Map (<https://www.arcgis.com/home/webmap/viewer.html?webmap=7a65c2c884b241938011c9c702ee697c&extent=-118.5249,33.9979,-118.4161,34.052>), the proposed tip and transfer site is zoned IC (industrial Conservation), and is thus Noise Zone III; the adjacent mobile home park is zoned RMH (Residential Mobile Home Park) and is thus within Noise Zone I. *Assuming that tip and transfer activities are limited to the hours of 7 a.m. to 10 p.m. Monday through Friday and 8 a.m. to 10 p.m. on Saturday, the permissible noise levels at the boundary line with the mobile home park would be 65 dBA  $L_{eq}$  over a 15-minute period and 70 dBA  $L_{eq}$  over a 5-minute period.*

In order to provide a valid comparison to these standards, a “composite  $L_{eq}$ ” was calculated using the noise measurement data collected. This was necessary because the tip and transfer activities did not have durations lasting 5 to 15 minutes or more; as documented in Table 1, trash dumping (i.e., tipping) lasted approximately 3.4 minutes; trash piling lasted approximately 1.7 minutes, and trash loading (i.e., transfer) lasted approximately 4.8 minutes. The combined duration of all three activities is approximately 10 minutes. Assuming that the dumping, piling and loading all occurred within a 15-minute time span, the composite 15-minute  $L_{eq}$  would be approximately 65 dBA<sup>1</sup>. The composite 5-minute  $L_{eq}$  would be approximately 66 dBA.

Table 5 provides a summary of the composite  $L_{eq}$  noise data in comparison with the applicable City of Santa Monica noise standards. As shown in Table 5, the proposed relocated tip and transfer facility would not exceed City of Santa Monica noise standards on an  $L_{eq}$  basis. Additionally, as presented previously, City of Santa Monica Municipal Code Noise Ordinance’s Section 4.12.060 subsection (c)(2) specifies that the  $L_{max}$  noise level shall not exceed the applicable decibel limits plus twenty (20) dBA for any period of time. Based upon the highest measured  $L_{max}$  at the

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<sup>1</sup> Assumes approximately 10 minutes of trash tipping, piling and loading activity with the remaining 5 minutes being Mobile Home Ambient (i.e., 64.8 dBA  $L_{eq}$ )

mobile home park during tip and transfer activities (74.2. dBA, during trash piling as shown in Table 1) and the City’s 5-minute noise standard plus 20 dBA, the L<sub>max</sub> noise level standard of 90 dBA would not be exceeded. **The analysis indicates that the activities at a relocated tip and transfer facility (at the SCD Lot) would not exceed City of Santa Monica Noise Standards.**

**Table 5  
Composite Tip and Transfer Activities Noise  
Compared to City Noise Standards**

Noise Metric	Composite L <sub>eq</sub> Noise (dBA) (at Mobile Home Park Residences)			
	Composite Tip and Transfer Noise Level	Applicable City of Santa Monica Noise Standard	Difference (Measured Data vs. Noise Standard)	Noise Standard Exceeded?
15-minute L <sub>eq</sub> (dBA)	65	65	0	No
5-minute L <sub>eq</sub> (dBA)	66.1	70	-3.9	No
	Maximum (L <sub>max</sub> ) Noise (dBA)			
L <sub>max</sub> (dBA)	74.2	90	-15.8	No

Source: Attachment C

### Queueing, Movement and Storage Noise Measurements at Hanson Lot

Using the measured noise levels, the relative differences in the noise produced by the queueing, movement and storage activities on-site versus at the nearby mobile home park is provided in Table 6.

**Table 6  
Noise Measurement Data Summary (dBA) – Queueing, Movement and Storage Noise Measurements**

Noise Metric	Truck Driving (approx. 70 feet away)	Mobile Home Park During Truck Driving	Noise Level Difference (On-Site minus Mobile Home Park)	Dirt Dumping (approx. 100 feet away)	Mobile Home Park During Dirt Dumping	Noise Level Difference (On-Site minus Mobile Home Park)	Dirt Loading (approx. 100 feet away)	Mobile Home Park During Dirt Loading	Noise Level Difference (On-Site minus Mobile Home Park)
L <sub>eq</sub>	56.1	59.4	-3.3	58.2	59.1	-0.9	55.5	59.2	-3.7

Source: Attachment B

As shown in Table 6, the noise levels at the mobile home park were higher at the mobile home park during the simulation of Hanson Lot activities than the measured reference noise levels at the Hanson Lot, indicating that the the ambient noise in the project area (consisting primarily of noise from the nearby I-10 freeway and typical truck movements in and around the southern portion of the City Yard and the SCD recycling facilities) were dominant.

In the same manner as was done for the Tip and Transfer Activities noise analysis, a composite L<sub>eq</sub> was calculated for the queueing, movement and storage activities noise. The results are provided in Table 7. As shown in Table 7, the proposed relocation of the queueing, movement and storage activities would not exceed City of Santa Monica noise standards on an L<sub>eq</sub> basis. Additionally, based upon the highest measured L<sub>max</sub> at the mobile home park during queueing, movement and storage activities (66.0. dBA, during dirt loading as shown in Table 2) and the

City’s 5-minute noise standard plus 20 dBA, the  $L_{max}$  noise level standard of 90 dBA would not be exceeded. The analysis indicates that the activities at a relocated queuing, movement and storage facility (at the Hanson Lot) would not exceed City of Santa Monica Noise Standards. It should be noted that the calculations below do not account for the proposed 12-foot high noise barrier proposed to be erected from the existing 14-foot high wall on the SCD lot to the northeast corner of the Hanson lot.

**Table 7**  
**Composite Queuing, Movement and Storage Activities Noise Compared to City Noise Standards**

Noise Metric	Composite $L_{eq}$ Noise (dBA) (at Mobile Home Park Residences)			
	Composite Queuing, Movement and Storage Noise Level	Applicable City of Santa Monica Noise Standard	Difference (Measured Data vs. Noise Standard)	Noise Standard Exceeded?
15-minute $L_{eq}$ (dBA)	61.5	65	-3.5	No
5-minute $L_{eq}$ (dBA)	62.5	70	-7.5	No
	Maximum ( $L_{max}$ ) Noise (dBA)			
$L_{max}$ (dBA)	66.0	90	-24	No

Source: Attachment D

### Combined Activities Noise Levels

In order to assess on-site noise levels from combined overall processing and transfer activities (i.e., composite tip and transfer activities plus composite queuing, movement and storage activities), a Microsoft Excel-based outdoor sound propagation prediction model was used to calculate the combined noise level from both activities at the nearby mobile home park using several assumptions:

- Treatment of each major activity category (tip and transfer activities and queuing, movement and storage activities) as point-type sound emission sources.
- Point-source sound propagation (i.e., 6 dB per doubling of distance) that conservatively ignores acoustical absorption from atmospheric and ground surface effects.
- Point-source locations based upon observed activity locations during the noise measurements.
- Noise reduction due to acoustical shielding from structures other than the listed noise barriers was conservatively neglected.

Using the aforementioned noise prediction model, and including the acoustical shielding provided by the existing 14-foot high existing noise barrier at the eastern boundary of the SCD lot as well as the proposed 12-foot high noise barrier to be constructed at the eastern boundary of the Hanson lot, the combined noise levels from the on-site equipment plus ambient noise levels at several locations within the mobile home park residential lot were assessed. Two project operations scenarios were modeled:

- Scenario 1, in which tip and transfer activities would take place at the SCD Lot, and queuing, dirt dumping, and dirt loading activities would take place at the Hanson Lot; and
- Scenario 2, in which tip and transfer activities and queuing, dirt dumping, and dirt loading activities would all take place at the Hanson Lot.

These two scenarios were assessed using the base data derived from the noise measurements for compliance with the City’s 15-minute  $L_{eq}$  and 5-minute  $L_{eq}$  noise standards. The results of the noise modeling is provided in graphical format in Figures B-1 through B-4, and the resulting noise levels at the mobile home park are summarized in Table 8. As shown in Table 8, the composite noise levels for both modeled project scenarios (Scenario 1 and Scenario 2) would not exceed either of the City’s noise standards, with construction of the proposed 12-foot high noise barrier.

**Table 8. Summary of Modeled Noise Level Results - Processing and Transfer Noise**

Receiver	Noise Level at Nearby Noise-Sensitive Receiver (dBA $L_{eq}$ )			
	Scenario			
	1	1	2	2
	15-minute Composite $L_{eq}$	5-minute Composite $L_{eq}$	15-minute Composite $L_{eq}$	5-minute Composite $L_{eq}$
R001	61.1	62.3	62.5	64
R002	59.8	60.4	60.5	61.3
R003	64.2	65.6	61.5	62.4
Applicable Noise Standard	65	70	65	70
Noise Standard Exceeded?	No	No	No	No

Source: Figures B-1 through B-4

Notes:  $L_{eq}$  = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels. Scenario 1 = Tip and Transfer at SCD Lot, Queueing, Dirt Dumping, Dirt Loading at Hanson Lot; Scenario 2 = Tip and Transfer and Dirt Dumping, Dirt Loading at Hanson Lot

## Noise Mitigation

Based upon the noise measurements conducted on June 10, 2021 and December 10, 2021 in which noise measurements were conducted at the proposed new locations (the SCD lot and the Hanson Lot) for processing and transfer activities while simultaneous noise measurements took place at the nearest noise-sensitive land uses (the adjacent Mountain View Mobile Inn), as well as the analyses and modeling, the proposed relocation would not exceed City of Santa Monica noise standards, nor would it result in a substantial noise increase. Therefore, noise mitigation (beyond the existing noise barrier between the SCD lot and the mobile home park to the east) would not be necessary, provided that the activities measured are representative of the proposed activities.

	Scenario			
	1	1	2	2
	15-minute Composite <i>Leq</i>	5-minute Composite <i>Leq</i>	15-minute Composite <i>Leq</i>	5-minute Composite <i>Leq</i>
<b>R001</b>	61.1	62.3	62.5	64
<b>R002</b>	59.8	60.4	60.5	61.3
<b>R003</b>	64.2	65.6	61.5	62.4
<b>Applicable Noise Standard</b>	<b>65</b>	<b>70</b>	<b>65</b>	<b>70</b>
<b>Noise Standard Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Figures B-1 through B-4

Notes: *Leq* = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels. Scenario 1 = Tip and Transfer at SCD Lot, Queueing, Dirt Dumping, Dirt Loading at Hanson Lot; Scenario 2 = Tip and Transfer and Dirt Dumping, Dirt Loading at Hanson Lot

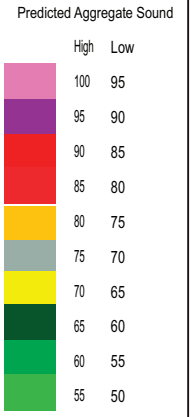
## Noise Mitigation

Based upon the noise measurements conducted on June 10, 2021 and December 10, 2021 in which noise measurements were conducted at the proposed new locations (the SCD lot and the Hanson Lot) for processing and transfer activities while simultaneous noise measurements took place at the nearest noise-sensitive land uses (the adjacent Mountain View Mobile Inn), as well as the analyses and modeling, the proposed relocation would not exceed City of Santa Monica noise standards, nor would it result in a substantial noise increase. Therefore, noise mitigation (beyond the existing noise barrier between the SCD lot and the mobile home park to the east) would not be necessary, provided that the activities measured are representative of the proposed activities.





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Scenario 1 = Tip and Transfer at SCD Lot, Queueing, Dirt Dumping, Dirt Loading at Hanson Lot

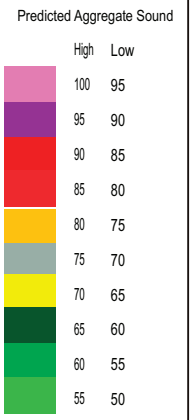
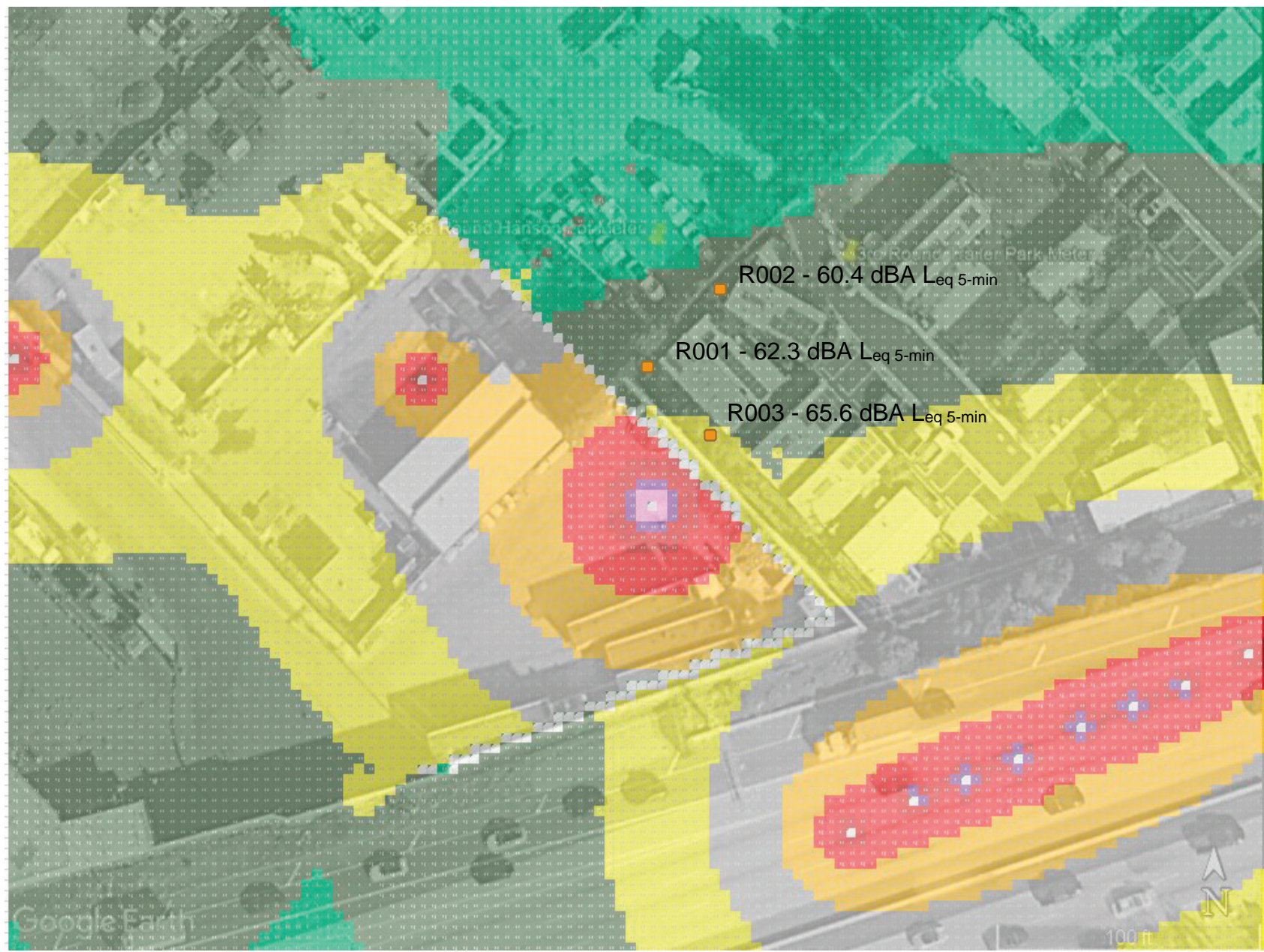
SOURCE: Google Earth 2022



**FIGURE B-1**  
Predicted Noise Levels: Scenario 1, 15-Minute  $L_{eq}$  (dBA)  
City of Santa Monica City Yards Master Plan EIR Addendum



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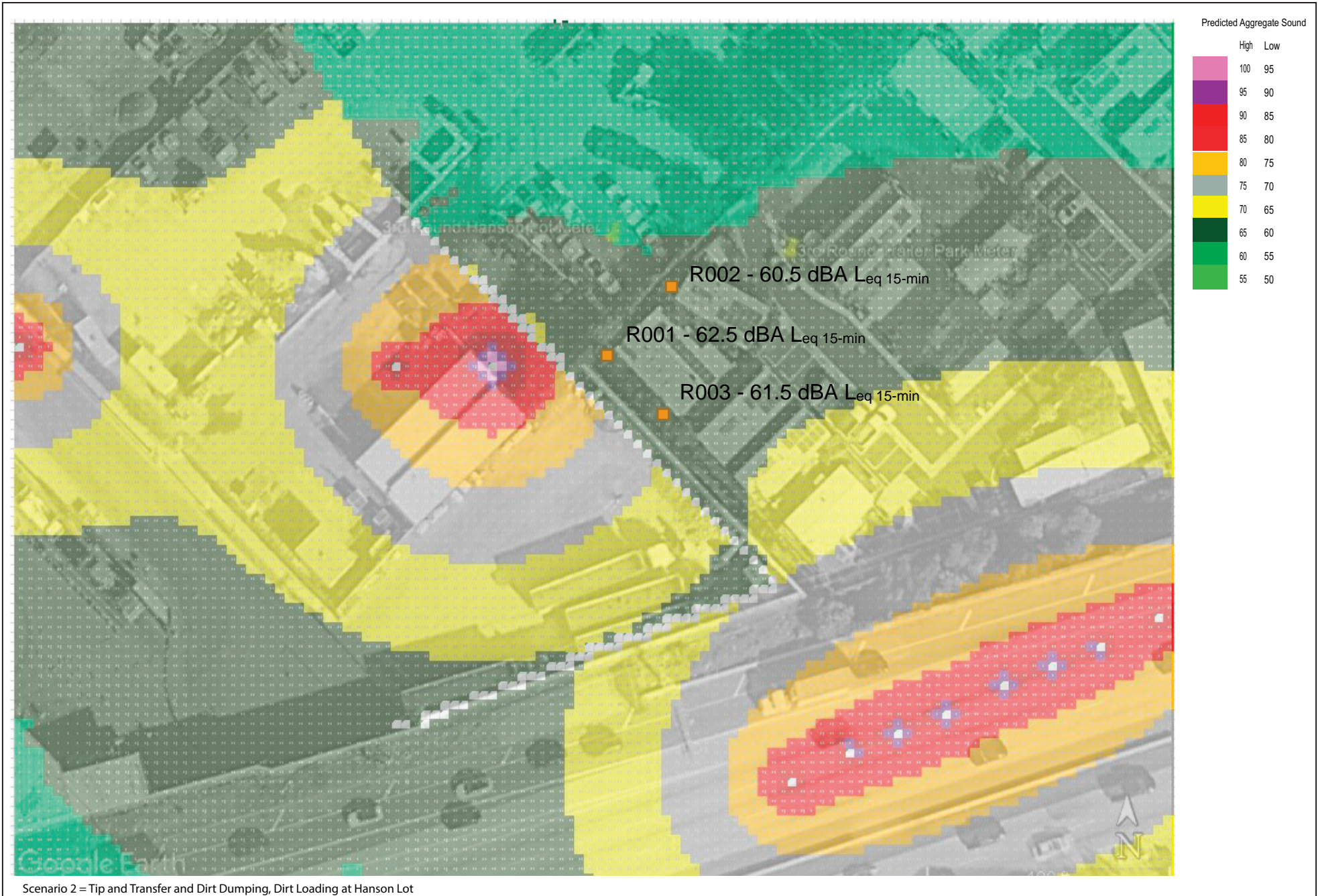
Scenario 1 = Tip and Transfer at SCD Lot, Queueing, Dirt Dumping, Dirt Loading at Hanson Lot

SOURCE: Google Earth 2022



**FIGURE B-2**  
Predicted Noise Levels: Scenario 1, 5-Minute  $L_{eq}$  (dBA)  
City of Santa Monica City Yards Master Plan EIR Addendum





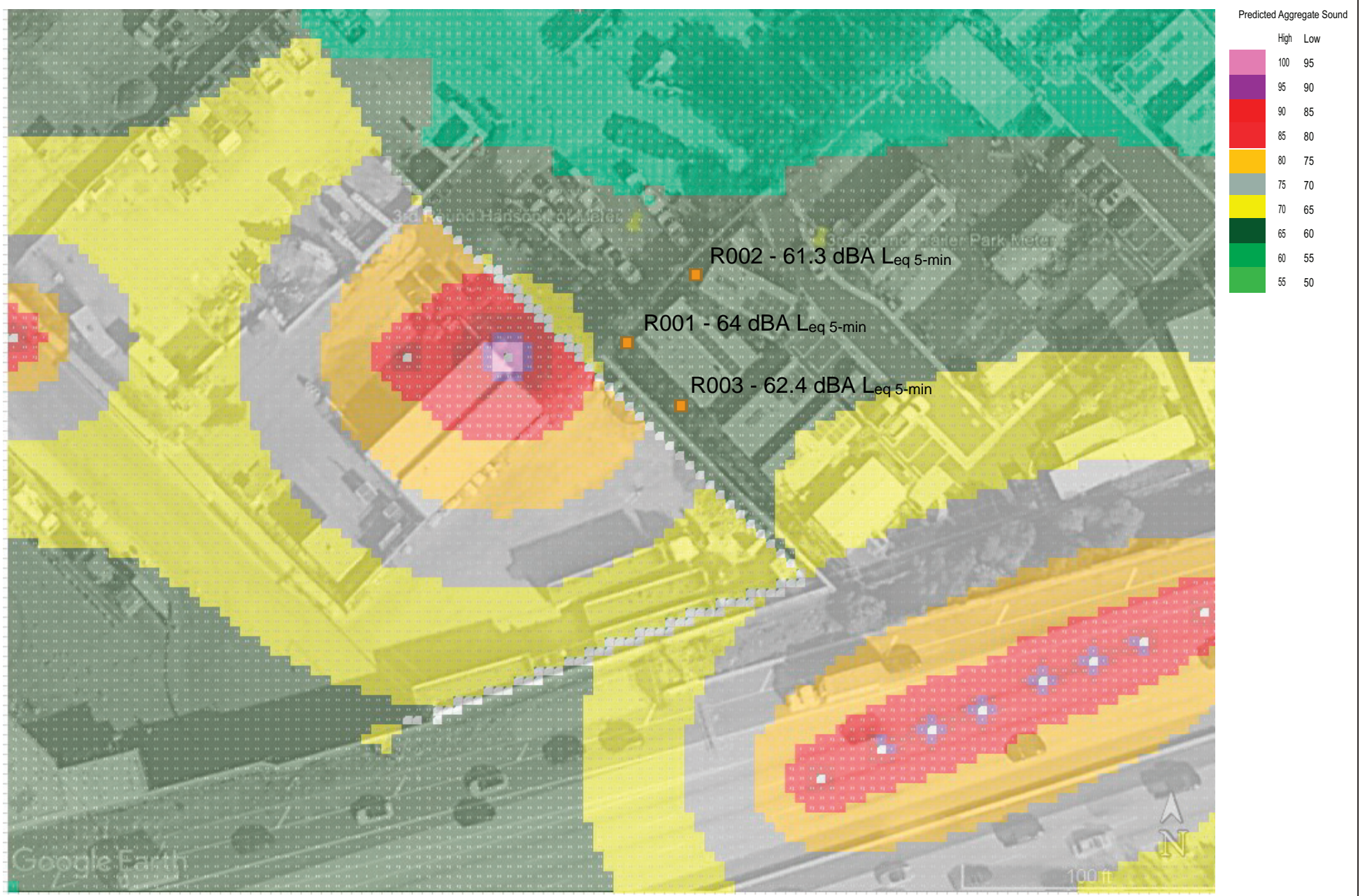
File created by: OC:\csl\m\p\p\0300 Environmental\0300 - Santa Monica City Yards Addendum\GIS and Graphics\GIS Maps

SOURCE: Google Earth 2022

**FIGURE B-3**  
 Figure C-3 - Predicted Noise Levels: Scenario 2, 15-Minute  $L_{eq}$  (dBA)  
 City of Santa Monica City Yards Master Plan EIR Addendum



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Scenario 2 = Tip and Transfer and Dirt Dumping, Dirt Loading at Hanson Lot

SOURCE: Google Earth 2022



**FIGURE B-4**  
Predicted Noise Levels: Scenario 2, 5-Minute  $L_{eq}$  (dBA)  
City of Santa Monica City Yards Master Plan EIR Addendum





# **ATTACHMENT A**

*Field Noise Measurement Data -  
Tip and Transfer Activities*



# FIELD NOISE MEASUREMENT DATA

PROJECT SANTA MONICA FARMS PROJECT # 13489  
 SITE ID \_\_\_\_\_  
 SITE ADDRESS \_\_\_\_\_ OBSERVER(S) PETE VITAR  
 START DATE 6/10/21 END DATE 6/10/21  
 START TIME \_\_\_\_\_ END TIME \_\_\_\_\_

**METEOROLOGICAL CONDITIONS**  
 TEMP 67 F HUMIDITY 47 % R.H. WIND CALM LIGHT MODERATE  
 WINDSPD 9 MPH DIR. N NE S SE S SW W NW VARIABLE STEADY GUSTY  
 SKY SUNNY CLEAR OVRCAST PRTLY CLDY FOG RAIN

**ACOUSTIC MEASUREMENTS**  
 MEAS. INSTRUMENT PICCOLO SCM-73 TYPE 1 2 SERIAL# 130927046  
 CALIBRATOR BSWA, CA 114 SERIAL# 990151  
 CALIBRATION CHECK \_\_\_\_\_ PRE-TEST \_\_\_\_\_ dBA SPL POST-TEST \_\_\_\_\_ dBA SPL WINDSCRN YES

SETTINGS A-WTD SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)
<u>7-88</u>	<u>10:37</u>	<u>11:58</u>							

COMMENTS  
READING TAKEN AT NORTHWEST END OF MOUNTAIN VIEW TRAILER PARK, IN FRONT OF SPACE 38; PRIMARY NOISE SOURCE IS TRAFFIC NOISE ON I-10 FREEWAY TO THE SOUTH;

TRAILER PARK


**SOURCE INFO AND TRAFFIC COUNTS**  
 PRIMARY NOISE SOURCE TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: 210'  
 ROADWAY TYPE: AS PAVT DIST. TO RDWY C/L OR EOP: APX 200' 70C/L OF I-10 FWY

COUNT 1 (OR RDWY 1)	DIRECTION		SPEED		IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2)	
	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  
 POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
 DIST. KIDS PLAYING DIST. CONVRTNS/YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE  
 OTHER: SLAMMING OF MAILBOX AT 11:09 AM; BRIEF LEAF BLOWER NOISE FROM 11:35 TO 11:37

**DESCRIPTION / SKETCH**  
 TERRAIN HARD SOFT MIXED FLAT OTHER: \_\_\_\_\_  
 PHOTOS 0859; 0860; 0861; 0862; 0863; 0864  
 OTHER COMMENTS / SKETCH



# FIELD NOISE MEASUREMENT DATA

**DUDEK**

PROJECT <u>SANTA MONICA</u>		PROJECT # <u>13489</u>	
SITE ID _____		OBSERVER(S) <u>PETE VITAR</u>	
SITE ADDRESS _____		START DATE <u>6/10/21</u> END DATE <u>6/10/21</u>	
START TIME _____		END TIME _____	

**METEOROLOGICAL CONDITIONS**

TEMP 68 F HUMIDITY 45 % R.H. WIND CALM  LIGHT MODERATE  
WINDSPD 6 MPH DIR. N NE S SE S SW W NW VARIABLE  STEADY GUSTY  
SKY  SUNNY  CLEAR OVRCAST PRTL CLDY FOG RAIN

**ACOUSTIC MEASUREMENTS**

MEAS. INSTRUMENT PICCOLO SCM-73 TYPE 1 2 SERIAL # 146317004  
CALIBRATOR BWA. CA 114 SERIAL # 790151  
CALIBRATION CHECK PRE-TEST \_\_\_\_\_ dBA SPL POST-TEST \_\_\_\_\_ dBA SPL WINDSCREEN YES

SETTINGS  A-WTD  SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

SCD HAND

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)
<u>43-62</u>	<u>11:21</u>	<u>11:23</u>							

**COMMENTS**

READING TAKEN AT NORTHEAST CORNER OF SCD SITE DURING BULLDOZER MOVEMENT  
OF TRASH ON GROUND TO CONSOLIDATE PILES; NOISE MEYER AT 50' FROM ACTIVITY;  
PRIMARY NOISE SOURCES ARE BULLDOZER MOVING TRASH AND TRAFFIC FROM 10 FTW  
TO THE SOUTH

**SOURCE INFO AND TRAFFIC COUNTS**

PRIMARY NOISE SOURCE <input checked="" type="radio"/> TRAFFIC AIRCRAFT RAIL INDUSTRIAL <input checked="" type="radio"/> OTHER: <u>BULLDOZER MOVING TRASH</u>		ROADWAY TYPE: <u>AS PAVT</u>	DIST. TO RDWY C/L OR EOP: <u>APX 200' TO C/L OF 10 FTW</u>	
TRAFFIC COUNT DURATION: _____ MIN SPEED _____				
COUNT 1 (OR RDWY 1)	DIRECTION NB/EB SB/WB NB/EB SB/WB	COUNT 2 (OR RDWY 2)	DIRECTION NB/EB SB/WB NB/EB SB/WB	
	AUTOS		IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	
	MED TRKS			
	HVY TRKS			
	BUSES			
	MOTRCLS			

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  
POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
DIST. KIDS PLAYING DIST. CONVSTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS / LANDSCAPING NOISE  
OTHER: \_\_\_\_\_

**DESCRIPTION / SKETCH**

TERRAIN HARD SOFT  MIXED FLAT OTHER: \_\_\_\_\_  
PHOTOS 0879; 0880; 0881; 0882; 0883; 0886; 0887  
OTHER COMMENTS / SKETCH \_\_\_\_\_




**FIELD NOISE MEASUREMENT DATA**

PROJECT SANTA MONICA PROJECT # 13489  
 SITE ID \_\_\_\_\_  
 SITE ADDRESS \_\_\_\_\_ OBSERVER(S) PETE VITAR  
 START DATE 6/10/21 END DATE 6/10/21  
 START TIME \_\_\_\_\_ END TIME \_\_\_\_\_

**METEOROLOGICAL CONDITIONS**  
 TEMP 68 F HUMIDITY 45 % R.H. WIND CALM  LIGHT MODERATE  
 WINDSPD 6 MPH DIR. N NE S SE S SW W NW VARIABLE STEADY GUSTY  
 SKY  SUNNY  CLEAR OVRCAST PRTLY CLDY FOG RAIN

**ACOUSTIC MEASUREMENTS**  
 MEAS. INSTRUMENT PICCOLO SCM-P3 TYPE 1 2 SERIAL # 140317064  
 CALIBRATOR BSWA CA 114 POST-TEST \_\_\_\_\_ SERIAL # 990151  
 CALIBRATION CHECK \_\_\_\_\_ PRE-TEST \_\_\_\_\_ dBA SPL \_\_\_\_\_ dBA SPL \_\_\_\_\_ WINDSCREEN YES

SETTINGS  A-WTD  SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)
<u>63-86</u>	<u>11:29</u>	<u>11:31</u>							

COMMENTS  
READING TAKEN AT NORTHEAST CORNER OF SCD SITE WITH NO ACTIVITY OCCURRING. PRIMARY NOISE SOURCE IS TRAFFIC FROM 10 FWH; SOME NOISE FROM SCD FACILITY ON WEST SIDE OF FRANK ST (TRUCKS ENTERING EXITING ON FRANK ST)

**SOURCE INFO AND TRAFFIC COUNTS**


PRIMARY NOISE SOURCE  TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: \_\_\_\_\_  
 ROADWAY TYPE: ASPHALT DIST. TO RDWY  CL OR EOP: APX 200' TO CL OF 10 FWH

COUNT 1 (OR RDWY 1)	DIRECTION	MIN		SPEED		IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2)	MIN		SPEED	
		NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB
	AUTOS										
	MED TRKS										
	HVY TRKS										
	BUSES										
	MOTRCLS										

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  
 POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
 DIST. KIDS PLAYING DIST. CONVRTNS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE  
 OTHER: \_\_\_\_\_

DESCRIPTION / SKETCH  
 TERRAIN HARD SOFT  MIXED FLAT OTHER: \_\_\_\_\_  
 PHOTOS 08-28  
 OTHER COMMENTS / SKETCH

# FIELD NOISE MEASUREMENT DATA

PROJECT SANTA MONICA PROJECT # 13489  
 SITE ID \_\_\_\_\_  
 SITE ADDRESS \_\_\_\_\_ OBSERVER(S) PETE VITAR  
 START DATE 01/28/06 END DATE 01/21  
 START TIME \_\_\_\_\_ END TIME \_\_\_\_\_

**METEOROLOGICAL CONDITIONS**  
 TEMP 68 F HUMIDITY 45 % R.H. WIND CALM  LIGHT MODERATE  
 WINDSPD 6 MPH DIR. N NE S SE S SW W NW VARIABLE  STEADY GUSTY  
 SKY  SUNNY  CLEAR OVRCAST PRTLY CLDY FOG RAIN

**ACOUSTIC MEASUREMENTS**  
 MEAS. INSTRUMENT PICCOLO SCM-73 TYPE 1 2 SERIAL # MOS17004  
 CALIBRATOR BSWA CA 114 SERIAL # 790151  
 CALIBRATION CHECK PRE-TEST \_\_\_\_\_ dBA SPL POST-TEST \_\_\_\_\_ dBA SPL WINDSCREEN YES

SETTINGS  A-WTD  SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)
<u>81-137</u>	<u>11:33</u>	<u>11:38</u>							

COMMENTS  
READING TAKEN AT NORTHEAST CORNER OF SCD SITE DURING LOADING OF TRASH INTO CONTAINER TRUCK BY LIEBHERR LM22 MATERIAL HANDLER (SCOOP); NOISE MEAS. SO FAR FROM ACTIVITY; PRIMARY NOISE SOURCES ARE TRASH LOADING AND TRAFFIC FROM 10' FWL TO THE STREET SOUTH

SCD VAND


**SOURCE INFO AND TRAFFIC COUNTS**  
 PRIMARY NOISE SOURCE  TRAFFIC AIRCRAFT RAIL INDUSTRIAL  OTHER TRASH COLLECTION  
 ROADWAY TYPE: AS PAVT DIST. TO RDWY (L) OR EOP: APX 200' TO C/L OF 10 FWL

COUNT 1 (OR RDWY 1)	DIRECTION	MIN		SPEED		IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2)	MIN		SPEED	
		NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB
	AUTOS										
	MED TRKS										
	HYV TRKS										
	BUSES										
	MOTRCLS										

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  
 POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
 DIST. KIDS PLAYING DIST. CONVRTNS / YELLING DIST. TRAFFIC (LIST ROWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE  
 OTHER: \_\_\_\_\_

**DESCRIPTION / SKETCH**  
 TERRAIN HARD SOFT MIXED FLAT OTHER: \_\_\_\_\_  
 PHOTOS 0290; 0291; 0292; 0293; 0294; 0295; 0296;  
 OTHER COMMENTS / SKETCH \_\_\_\_\_





Rec 113 to 140 Date hh:mm:ss	Slow Response LeqPeriod	Leq	dBA weighting		2.0 dB resc	
			SEL	Lmax	Lmin	
6/10/2021 11:16	1	74	81	75.2	73.4	
6/10/2021 11:16	2	75.8	82.8	77.6	73.2	
6/10/2021 11:16	3	75.2	82.2	76.1	74.5	
6/10/2021 11:16	4	77.1	84.1	78.2	74.8	
6/10/2021 11:16	5	84.3	91.3	86.8	78.3	
6/10/2021 11:16	6	83.9	90.9	86.7	81.3	
6/10/2021 11:16	7	78.7	85.7	81.3	76.8	
6/10/2021 11:17	8	76.8	83.8	78.1	75.7	
6/10/2021 11:17	9	77	84	79.5	75.5	
6/10/2021 11:17	10	71.8	78.8	76.2	70.4	
6/10/2021 11:17	11	70.4	77.4	70.8	70	
6/10/2021 11:17	12	70.9	77.9	71.5	70	
6/10/2021 11:17	13	71.6	78.6	72.4	70.2	
6/10/2021 11:17	14	72.5	79.5	73	72	
6/10/2021 11:17	15	73.1	80.1	74.1	72.2	
6/10/2021 11:17	16	81	88	82.5	74	
6/10/2021 11:17	17	74	81	78.8	73	
6/10/2021 11:17	18	72.9	79.9	73.9	72.3	
6/10/2021 11:17	19	74.2	81.2	75.4	72.5	
6/10/2021 11:18	20	75	82	77.1	73.6	
6/10/2021 11:18	21	75	82	76.1	74.3	
6/10/2021 11:18	22	76.6	83.6	77	74.3	
6/10/2021 11:18	23	76.4	83.4	79.7	74.8	
6/10/2021 11:18	24	77.2	84.2	77.9	74.9	
6/10/2021 11:18	25	77.2	84.2	79.1	75.5	
6/10/2021 11:18	26	79.2	86.2	80.5	77.5	
6/10/2021 11:18	27	75.5	82.5	78.8	74.7	
6/10/2021 11:18	28	74.5	81.5	74.7	74.3	
6/10/2021 11:18	29	73.6	80.6	74.6	73.4	
6/10/2021 11:18	30	75.2	82.2	76	73.4	
6/10/2021 11:18	31	71.6	78.6	74.7	71.3	
6/10/2021 11:19	32	71.7	78.7	73.2	70	
6/10/2021 11:19	33	70.9	77.9	71.3	70.1	
6/10/2021 11:19	34	71.1	78.1	71.8	70.2	
6/10/2021 11:19	35	71.1	78.1	72.3	70.5	
6/10/2021 11:19	36	70.9	77.9	71.7	70.1	
6/10/2021 11:19	37	71.8	78.8	72.9	70.5	
6/10/2021 11:19	38	68.9	75.9	71.6	68.5	
6/10/2021 11:19	39	71.4	78.4	74.9	68.2	
6/10/2021 11:19	40	71.6	78.6	76.1	69	
6/10/2021 11:19	41	71.3	78.3	73.8	68.7	

**Leq** **76.2**  
**Lmax** **86.8**

**Lmin**

**68.2**

Rec 43 to 62	Slow Response	dBA weighting		2.0 dB resolution stats	
Date hh:mm:ss	LeqPeriod	Leq	SEL	Lmax	Lmin
6/10/2021 11:21	1	72.7	79.7	76	69
6/10/2021 11:21	2	71.9	78.9	73.2	70.9
6/10/2021 11:21	3	76.5	83.5	76.7	73.2
6/10/2021 11:21	4	78.3	85.3	79.7	75.8
6/10/2021 11:22	5	78.5	85.5	80.4	77.4
6/10/2021 11:22	6	78.1	85.1	81.1	75
6/10/2021 11:22	7	79.4	86.4	84.2	75.1
6/10/2021 11:22	8	72.8	79.8	75.5	72.2
6/10/2021 11:22	9	76.6	83.6	78.9	74
6/10/2021 11:22	10	77.8	84.8	80.3	74.3
6/10/2021 11:22	11	73.1	80.1	79	71.6
6/10/2021 11:22	12	78.7	85.7	80.4	72.4
6/10/2021 11:22	13	80.4	87.4	83.1	75.8
6/10/2021 11:22	14	76	83	82.1	74.2
6/10/2021 11:22	15	79.3	86.3	80.4	74.4
6/10/2021 11:22	16	81.5	88.5	84.6	75.9
6/10/2021 11:23	17	83.8	90.8	87.1	80.1
6/10/2021 11:23	18	75	82	80.5	73
6/10/2021 11:23	19	70	77	73	69.5
6/10/2021 11:23	20	68.9	73.7	69.5	68.6

<b>Leq</b>	<b>78.0</b>
<b>Lmax</b>	<b>87.1</b>
<b>Lmin</b>	<b>68.6</b>

Rec 81 to 137	Slow Response	dBA weighting		2.0 dB resolution stats	
Date hh:mm:ss	LeqPeriod Leq	SEL	Lmax	Lmin	
6/10/2021 11:33	1	72.4	79.4	72.7	71.8
6/10/2021 11:33	2	74.7	81.7	75.2	72.7
6/10/2021 11:33	3	74.2	81.2	75.9	73.4
6/10/2021 11:34	4	72.7	79.7	73.7	72.2
6/10/2021 11:34	5	71.4	78.4	73.7	70.4
6/10/2021 11:34	6	84.2	91.2	89	70.4
6/10/2021 11:34	7	71.5	78.5	83.5	71.9
6/10/2021 11:34	8	71.7	78.7	72.4	71.2
6/10/2021 11:34	9	73.5	80.5	76.8	70.8
6/10/2021 11:34	10	76.8	83.8	79.3	73.9
6/10/2021 11:34	11	73.9	80.9	74.6	73.2
6/10/2021 11:34	12	73.1	80.1	74.6	72.1
6/10/2021 11:34	13	73.6	80.6	75	72.7
6/10/2021 11:34	14	71.8	78.8	73.4	71.5
6/10/2021 11:34	15	71.7	78.7	72.1	71.1
6/10/2021 11:35	16	72	79	72.3	71.6
6/10/2021 11:35	17	70.8	77.8	72.1	70.6
6/10/2021 11:35	18	72	79	72.8	70.9
6/10/2021 11:35	19	71.2	78.2	72.3	70.8
6/10/2021 11:35	20	71.5	78.5	72.2	70.8
6/10/2021 11:35	21	72.4	79.4	73.2	71.6
6/10/2021 11:35	22	73.4	80.4	73.8	72.9
6/10/2021 11:35	23	75.8	82.8	76.8	73.8
6/10/2021 11:35	24	77	84	78.5	75.9
6/10/2021 11:35	25	77.6	84.6	79.5	75.6
6/10/2021 11:35	26	75.9	82.9	79	74.7
6/10/2021 11:35	27	74.4	81.4	76.2	72.9
6/10/2021 11:36	28	75	82	76.7	72.9
6/10/2021 11:36	29	73.4	80.4	75.6	72.5
6/10/2021 11:36	30	72.4	79.4	73.7	71.2
6/10/2021 11:36	31	74.3	81.3	75	72.7
6/10/2021 11:36	32	73.5	80.5	74.9	72.5
6/10/2021 11:36	33	72.9	79.9	73.5	72.6
6/10/2021 11:36	34	72.7	79.7	73.7	72
6/10/2021 11:36	35	71.3	78.3	72	71.2
6/10/2021 11:36	36	71.6	78.6	71.7	71.2
6/10/2021 11:36	37	71.5	78.5	71.9	71.2
6/10/2021 11:36	38	70.8	77.8	71.6	70.2
6/10/2021 11:36	39	72.1	79.1	74.2	70.8
6/10/2021 11:37	40	72.3	79.3	72.7	71.1
6/10/2021 11:37	41	72	79	72.5	71.9
6/10/2021 11:37	42	75.7	82.7	79.1	71.9
6/10/2021 11:37	43	71.9	78.9	76.2	71.7
6/10/2021 11:37	44	71.2	78.2	71.7	71
6/10/2021 11:37	45	71.3	78.3	71.6	70.8

6/10/2021 11:37	46	71.6	78.6	71.8	71.3
6/10/2021 11:37	47	71.8	78.8	72	71.6
6/10/2021 11:37	48	72.2	79.2	73.6	71.3
6/10/2021 11:37	49	75.1	82.1	75.6	73.6
6/10/2021 11:37	50	77.1	84.1	79	74.7
6/10/2021 11:37	51	74.8	81.8	79.2	73.7
6/10/2021 11:38	52	73.2	80.2	73.8	72.9
6/10/2021 11:38	53	78.1	85.1	82.6	72.2
6/10/2021 11:38	54	79.6	86.6	84.9	74
6/10/2021 11:38	55	76	83	77.2	73
6/10/2021 11:38	56	80.2	87.2	81	76.4
6/10/2021 11:38	57	82.2	87	84.1	80.2

<b>Leq</b>	<b>75.2</b>
<b>Lmax</b>	<b>89</b>
<b>Lmin</b>	<b>70.2</b>

Rec 1 to 16	Slow Response	dBA weighting		2.0 dB resolution stats		
Date hh:mm:ss	LeqPeriod	Leq	SEL	Lmax	Lmin	
6/10/2021 10:37		1	66.8	84.6	69.4	64.8
6/10/2021 10:38		2	67.4	85.2	69.5	65.3
6/10/2021 10:39		3	66.9	84.7	70.4	64.7
6/10/2021 10:40		4	65.3	83.1	67.4	63.5
6/10/2021 10:41		5	65.7	83.5	69.4	63.5
6/10/2021 10:42		6	65.6	83.4	67.8	64
6/10/2021 10:43		7	69.8	87.6	79.3	64.1
6/10/2021 10:44		8	72.8	90.6	82.6	63.6
6/10/2021 10:45		9	65.5	83.3	68.8	62.3
6/10/2021 10:46		10	66.9	84.7	72.7	64.6
6/10/2021 10:47		11	65.9	83.7	67.4	64.1
6/10/2021 10:48		12	66.1	83.9	68.9	64.7
6/10/2021 10:49		13	65.5	83.3	67.8	64.1
6/10/2021 10:50		14	64.6	82.4	66	62.5
6/10/2021 10:51		15	64.4	82.2	65.8	62.7
6/10/2021 10:52		16	65.1	82.9	66.6	63.2
6/10/2021 10:53		17	65.1	82.9	67.3	63.4
6/10/2021 10:54		18	65.1	82.9	66.6	63
6/10/2021 10:55		19	65.8	83.6	68.5	63.7
6/10/2021 10:56		20	64.8	82.6	66.1	63.4
6/10/2021 10:57		21	65.9	83.7	67.4	64
6/10/2021 10:58		22	66.6	84.4	73.1	63.7
6/10/2021 10:59		23	65.9	83.7	68.4	63.8
6/10/2021 11:00		24	65.3	83.1	67.5	63.5
6/10/2021 11:01		25	65.4	83.2	67.3	62.2
6/10/2021 11:02		26	64.4	82.2	68.3	62.2
6/10/2021 11:03		27	64.4	82.2	67.9	61.1
6/10/2021 11:04		28	65.3	83.1	66.9	63.3
6/10/2021 11:05		29	64.3	82.1	66.5	62.2
6/10/2021 11:06		30	65.3	83.1	68.4	62.8
6/10/2021 11:07		31	65.8	83.6	67.4	64.1
6/10/2021 11:08		32	65.4	83.2	68.7	63.1
6/10/2021 11:09		33	65.7	83.5	71.6	62.3
6/10/2021 11:10		34	64.9	82.7	70.5	61.7
6/10/2021 11:11		35	63.2	81	66.4	61
6/10/2021 11:12		36	63.5	81.3	66.5	61.3
6/10/2021 11:13		37	63.1	80.9	66.4	61.3
6/10/2021 11:14		38	63.6	81.4	67.3	61.3
6/10/2021 11:15		39	63.7	81.5	65.8	60.4
6/10/2021 11:16		40	63.9	81.7	67.3	62.2
6/10/2021 11:17		41	62.9	80.7	67.4	61.2
6/10/2021 11:18		42	62.1	79.9	63.7	60.1
6/10/2021 11:19		43	61.7	79.5	65	60.1
6/10/2021 11:20		44	62	79.8	65.2	60.2

6/10/2021 11:21	45	63.9	81.7	67.5	60.5
6/10/2021 11:22	46	62.7	80.5	65.3	60.3
6/10/2021 11:23	47	67.7	85.5	74.2	62.2
6/10/2021 11:24	48	66	83.8	70.4	62.2
6/10/2021 11:25	49	66.2	84	71.5	63.8
6/10/2021 11:26	50	65.7	83.5	68.9	64
6/10/2021 11:27	51	65.8	83.6	68.6	63.9
6/10/2021 11:28	52	65.7	83.5	69.6	63.7
6/10/2021 11:29	53	66.1	83.9	69.8	63.9
6/10/2021 11:30	54	64.8	82.6	67	62.6
6/10/2021 11:31	55	65.1	82.9	66.4	62.3
6/10/2021 11:32	56	65.9	83.7	67.8	64.7
6/10/2021 11:33	57	65.2	83	67.2	63.5
6/10/2021 11:34	58	65.5	83.3	67.9	63.2
6/10/2021 11:35	59	66.5	84.3	71.8	63.2
6/10/2021 11:36	60	67.5	85.3	72.1	64.7
6/10/2021 11:37	61	65.5	83.3	68.4	63.9
6/10/2021 11:38	62	65.8	83.6	67.4	63.7
6/10/2021 11:39	63	66.7	84.5	74.4	62.7
6/10/2021 11:40	64	65.5	83.3	71.7	63.1
6/10/2021 11:41	65	64.1	81.9	65.1	62
6/10/2021 11:42	66	65.5	83.3	67.8	63
6/10/2021 11:43	67	65.1	82.9	67.8	62.2
6/10/2021 11:44	68	65.5	83.3	69	63.2
6/10/2021 11:45	69	65.4	83.2	67	63.5
6/10/2021 11:46	70	64.7	82.5	66.5	63.2
6/10/2021 11:47	71	64.5	82.3	69.4	63.2
6/10/2021 11:48	72	64.8	82.6	67.4	62.5
6/10/2021 11:49	73	67.6	85.4	75	63.1
6/10/2021 11:50	74	65.5	83.3	67.7	63.6
6/10/2021 11:51	75	65.6	83.4	68.9	63.1
6/10/2021 11:52	76	66.5	84.3	72.2	64.4
6/10/2021 11:53	77	65.6	83.4	67	64.3
6/10/2021 11:54	78	65.6	83.4	70.3	63.6
6/10/2021 11:55	79	67.6	85.4	71	65.9
6/10/2021 11:56	80	66.6	84.4	70.9	64.8
6/10/2021 11:57	81	66.3	84.1	68.4	64.2

<b>Leq</b>	<b>65.8</b>
<b>Lmax</b>	<b>82.6</b>
<b>Lmin</b>	<b>60.1</b>





# **ATTACHMENT B**

*Field Noise Measurement Data -  
Queueing, Movement and Storage  
Activities*



# FIELD NOISE MEASUREMENT DATA

**DUDEK**

PROJECT <u>SANTA MONICA CRT YARDS</u>	PROJECT # <u>12898</u>
SITE ID _____	OBSERVER(S) <u>PETE VITAR</u>
SITE ADDRESS _____	
START DATE <u>12/10/21</u>	END DATE <u>1/4/10/21</u>
START TIME _____	END TIME _____

METEOROLOGICAL CONDITIONS											
TEMP	<u>56</u>	F	HUMIDITY	<u>60</u>	% R.H.	WIND	<u>CALM</u>	LIGHT	MODERATE		
WINDSPD	_____	MPH	DIR.	N	NE	S	SE	S	SW	W	NW
SKY	<u>SUNNY</u>	CLEAR	OVCAST	_____	PRTLY CLDY	FOG	RAIN	VARIABLE	STEADY	GUSTY	
ACOUSTIC MEASUREMENTS											
MEAS. INSTRUMENT	<u>Piccolo II</u>					TYPE	1	2	SERIAL #	<u>P0218091904</u>	
CALIBRATOR	<u>KEED R3090</u>								SERIAL #	_____	
CALIBRATION CHECK	PRE-TEST	_____	dB A SPL	POST-TEST	_____	dB A SPL	WINDSCREEN	<u>YES</u>			
SETTINGS											
A-WTD	LOW	FAST	FRONTAL	RANDOM	ANSI	OTHER:	_____				
REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)		
<u>1-1305</u>	<u>7:28</u>	<u>9:17</u>	_____	_____	_____	_____	_____	_____	_____		
COMMENTS											
<u>READING TAKEN AT NORTHWEST END OF MOUNTAIN VIEW TRAILER PARK, IN FRONT OF SPACE/TRAILER # 90; NOISE SOURCES ARE TRAFFIC FROM 10 FEET AWAY TO THE SOUTH AND TRAFFIC NOISE FROM SCD &amp; CIVL YARD TO THE NORTH &amp; WEST;</u>											

SOURCE INFO AND TRAFFIC COUNTS											
PRIMARY NOISE SOURCE			TRAFFIC	AIRCRAFT	RAIL	INDUSTRIAL	OTHER:	_____			
ROADWAY TYPE: <u>ASPHALT</u>			DIST. TO RDWY C/L OR EOP: <u>APX 35' FROM NORTH TRAILER PARK FENCE</u>							_____	
TRAFFIC COUNT DURATION: _____ MIN			SPEED				_____ MIN				
COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB	COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB	SB/WB	
	AUTOS	_____	_____	_____	_____		_____	_____	_____	_____	
	MED TRKS	_____	_____	_____	_____		_____	_____	_____	_____	
	HY TRKS	_____	_____	_____	_____		_____	_____	_____	_____	
	BUSES	_____	_____	_____	_____		_____	_____	_____	_____	
	MOTRCLS	_____	_____	_____	_____		_____	_____	_____	_____	
SPEEDS ESTIMATED BY: <u>RADAR / DRIVING THE PACE</u>											
POSTED SPEED LIMIT SIGNS SAY: _____											
OTHER NOISE SOURCES (BACKGROUND): <u>DIST. AIRCRAFT</u> <u>RUSTLING LEAVES</u> <u>DIST. BARKING DOGS</u> <u>BIRDS</u> <u>DIST. INDUSTRIAL</u>											
<u>DIST. KIDS PLAYING</u> <u>DIST. CONVRTNS / YELLING</u> <u>DIST. TRAFFIC (LIST RDWYS BELOW)</u> <u>DISTD GARDENERS / LANDSCAPING NOISE</u>											
OTHER: _____											

DESCRIPTION / SKETCH					
TERRAIN	HARD	SOFT	<u>MIXED</u>	FLAT	OTHER: _____
PHOTOS	<u>UNPHOTO</u> ; 2979; 2980; 2981; 2982				
OTHER COMMENTS / SKETCH					

# FIELD NOISE MEASUREMENT DATA

PROJECT SANTA MONICA CRT YARDS PROJECT # 13898  
 SITE ID \_\_\_\_\_  
 SITE ADDRESS \_\_\_\_\_ OBSERVER(S) PETE VITAR  
 START DATE 12/10/21 END DATE 12/10/21  
 START TIME \_\_\_\_\_ END TIME \_\_\_\_\_

METEOROLOGICAL CONDITIONS  
 TEMP 58 F HUMIDITY 56 % R.H. WIND CALM LIGHT MODERATE  
 WINDSPD \_\_\_\_\_ MPH DIR. N NE S SE S SW W NW VARIABLE STEADY GUSTY  
 SKY SUNNY CLEAR OVCRAST PRTLY CLDY FOG RAIN

ACOUSTIC MEASUREMENTS  
 MEAS. INSTRUMENT PICCOLO SLM P-3 TYPE 1 2 SERIAL # 130927046  
 CALIBRATOR KEED R8090 SERIAL # \_\_\_\_\_  
 CALIBRATION CHECK PRE-TEST JBA SPL POST-TEST \_\_\_\_\_ JBA SPL WINDSCREEN YES

SETTINGS A-WTD SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

REC. #	BEGIN	END	L <sub>eq</sub>	L <sub>max</sub>	L <sub>min</sub>	L <sub>90</sub>	L <sub>50</sub>	L <sub>10</sub>	OTHER (SPECIFY METRIC)
<u>1-62</u>	<u>8:25</u>	<u>8:31</u>							

COMMENTS  
READING TAKEN AT SOUTHEASTERN PORTION OF HANSON LOT, APPROX 25' NORTH OF  
EDGE WITH MOUNTAIN VIEW TRAILER PARK; (B) READING IS BASELINE NOISE WITHOUT  
ANY ACTIVITY OCCURRING ON HANSON LOT; NOISE SOURCES ARE TRAFFIC ON DELAWARE AVE,  
FRANK ST, AND 10 FWT; ALSO ACTIVITY AT SCD FACILITY ACROSS FRANK ST TO THE WEST

SOURCE INFO AND TRAFFIC COUNTS


PRIMARY NOISE SOURCE \_\_\_\_\_ ROADWAY TYPE: ASPHLT/DIR/CONCRETE TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: \_\_\_\_\_  
 DIST. TO RDWY C/L OR EOP: \_\_\_\_\_

TRAFFIC COUNT DURATION: _____ MIN	SPEED				IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE _____	MIN SPEED					
	DIR	NB/EB	SB/WB	NB/EB		SB/WB	DIR	NB/EB	SB/WB	NB/EB	SB/WB
COUNT 1 (E AND/OR W) (OR RDWY 1)											
COUNT 2 (OR RDWY 2)											

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  
 POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
 DIST. KIDS PLAYING DIST. CONCRETS / YELLING DIST. TRAFFIC (LIST RDWAYS BELOW) DIST. GARDENERS/LANDSCAPING NOISE  
 OTHER: \_\_\_\_\_

DESCRIPTION / SKETCH  
 TERRAIN HARD SOFT MIXED FLAT OTHER: \_\_\_\_\_  
 PHOTOS 2987; 2988; 2989; 2990; 2991; 2992; 2993; 2994; 2995  
 OTHER COMMENTS / SKETCH \_\_\_\_\_





# FIELD NOISE MEASUREMENT DATA

PROJECT <u>SANTA MONICA CRT YARDS</u>	PROJECT # <u>13898</u>
SITE ID _____	OBSERVER(S) <u>PETE VITAR</u>
SITE ADDRESS _____	
START DATE <u>12/10/21</u>	END DATE <u>12/10/21</u>
START TIME _____	END TIME _____

METEOROLOGICAL CONDITIONS											
TEMP	<u>58</u>	F	HUMIDITY	<u>56</u>	% R.H.	WIND	CALM	LIGHT	MODERATE		
WINDSPD	_____	MPH	DIR.	N	NE	S	SE	S	SW	W	NW
SKY	<u>SUNNY</u>	CLEAR	OVCAST	<u>PRTLY CLDY</u>	FOG	RAIN					
ACoustic MEASUREMENTS											
MEAS. INSTRUMENT	<u>PICCOLO SLM P-3</u>					TYPE	1	2	SERIAL #	<u>130927046</u>	
CALIBRATION	<u>REQ. R 890</u>								SERIAL #	_____	
CALIBRATION CHECK	<u>PRE-TEST</u>					dBa SPL	POST-TEST	_____	dBa SPL	WINDSCRN	<u>YES</u>
SETTINGS	A-WTD	SLOW	FAST	FRONTAL	RANDOM	ANSI	OTHER: _____				
REC. #	BEGIN	END	L <sub>eq</sub>	L <sub>max</sub>	L <sub>min</sub>	L <sub>90</sub>	L <sub>50</sub>	L <sub>10</sub>	OTHER (SPECIFY METRIC)		
<u>63-103</u>	<u>8:34</u>	<u>8:37</u>	_____	_____	_____	_____	_____	_____	_____		
COMMENTS											
<u>READING TAKEN AT SOUTHEASTERN PORTION OF HANSON LOT 4 APPROX 25' NORTH OF FENCE WITH MOUNTAIN VIEW PARK; READING TAKEN WHILE SCV BUS TRUCK DRIVING BACK &amp; FORTH ON LOT TO SIMULATE VEHICLE TRAFFIC</u>											

SOURCE INFO AND TRAFFIC COUNTS										
PRIMARY NOISE SOURCE					TRAFFIC AIRCRAFT		RAIL		INDUSTRIAL	OTHER: _____
ROADWAY TYPE: <u>AS/PMT/DINT/UNVEL</u>					DIST. TO RDWY C/L OR EOP:		_____		_____	
TRAFFIC COUNT DURATION: _____ MIN					SPEED		_____		_____	
COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB	SB/WB	COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB	SB/WB
	AUTOS	_____	_____	_____	_____		_____	_____	_____	_____
	MED TRKS	_____	_____	_____	_____		_____	_____	_____	_____
	HVY TRKS	_____	_____	_____	_____		_____	_____	_____	_____
	BUSES	_____	_____	_____	_____		_____	_____	_____	_____
MOTOCLS	_____	_____	_____	_____	_____	_____	_____	_____	_____	
SPEEDS ESTIMATED BY: <u>RADAR / DRIVING THE PACE</u>										
POSTED SPEED LIMIT SIGNS SAY: _____										
OTHER NOISE SOURCES (BACKGROUND): <u>DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS <u>BIRDS</u> DIST. INDUSTRIAL</u>										
<u>DIST. KIDS PLAYING DIST. CONVERSATIONS / YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DIST. GARDENERS / LANDSCAPING NOISE</u>										
OTHER: <u>NEARBY STREET AND RWY TRAFFIC; SCV FACILITY TO THE WEST</u>										

DESCRIPTION / SKETCH									
TERRAIN	HARD	SOFT	<u>MIXED</u>	FLAT	OTHER: _____				
PHOTOS	<u>2997</u>								
OTHER COMMENTS / SKETCH									
									

# FIELD NOISE MEASUREMENT DATA

PROJECT SANTA MONICA CRT YARDS PROJECT # 13898  
 SITE ID \_\_\_\_\_ OBSERVER(S) PETE VITAR  
 SITE ADDRESS \_\_\_\_\_  
 START DATE 12/10/21 END DATE 12/10/21  
 START TIME \_\_\_\_\_ END TIME \_\_\_\_\_

**METEOROLOGICAL CONDITIONS**  
 TEMP 58 F HUMIDITY 56 % R.H. WIND CALM LIGHT MODERATE  
 WINDSPD \_\_\_\_\_ MPH DIR. N NE S SE S SW W NW VARIABLE STEADY GUSTY  
 SKY SUNNY CLEAR OVCAST PRITLY CLOUDY FOG RAIN

**ACOUSTIC MEASUREMENTS**  
 MEAS. INSTRUMENT PICCOLLO SLM P3 TYPE 1 2 SERIAL # 130927046  
 CALIBRATOR TEED R090 SERIAL # \_\_\_\_\_  
 CALIBRATION CHECK PRE-TEST dBA SPL POST-TEST \_\_\_\_\_ dBA SPL WINDSCREEN YES

SETTINGS A-WTD SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)
<u>104-152</u>	<u>8:44</u>	<u>8:48</u>							

COMMENTS  
READING TAKEN AT SOUTHEASTERN PORCH OF JANSON LOT, APX 25' NORTH OF FENCE WITH  
MOUNTAIN VIEW TRAILER PARK. READING TAKEN WHILE SCO TRUCK DUMPS DIRT INTO PEN AREA  
APX

**SOURCE INFO AND TRAFFIC COUNTS**

PRIMARY NOISE SOURCE \_\_\_\_\_ TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: \_\_\_\_\_  
 ROADWAY TYPE: ASPHLT/DIRT/GRANUL DIST. TO RDWY C/L OR EOP: APX 80' TO DUMPING ACTIVITY


TRAFFIC COUNT DURATION: \_\_\_\_\_ MIN SPEED \_\_\_\_\_ MIN SPEED

COUNT 1 (OR RDWY 1)	DIRECTION		SPEED		IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2)	DIRECTION		SPEED	
	NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB		

SPEEDS ESTIMATED BY: RADAR / DRIVING THE FACE  
 POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
 DIST. KIDS PLAYING DIST. CONVERSATIONS/YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DIST. GARDENERS/LANDSCAPING NOISE  
 OTHER: NEARBY STREET AND 10 FWT TRAFFIC; SCO FACILITY TO THE WEST

**DESCRIPTION / SKETCH**  
 TERRAIN HARD SOFT MIXED FLAT OTHER: \_\_\_\_\_  
 PHOTOS 2998; 2999; 3001; 3002; 3003  
 OTHER COMMENTS / SKETCH \_\_\_\_\_

# FIELD NOISE MEASUREMENT DATA

PROJECT SANTA MONICA CRT YARDS PROJECT # 12898  
 SITE ID \_\_\_\_\_ OBSERVER(S) PETE VITAR  
 SITE ADDRESS \_\_\_\_\_  
 START DATE 12/10/21 END DATE 12/10/21  
 START TIME \_\_\_\_\_ END TIME \_\_\_\_\_

**METEOROLOGICAL CONDITIONS**  
 TEMP 58 F HUMIDITY 56 % R.H. WIND CALM LIGHT MODERATE  
 WINDSPD \_\_\_\_\_ MPH DIR. N NE S SE S SW W NW VARIABLE STEADY GUSTY  
 SKY SUNNY CLEAR OVRCAST PRTLY CLDY FOG RAIN

**ACOUSTIC MEASUREMENTS**  
 MEAS. INSTRUMENT PICCOLO SCM P-3 TYPE 1 2 SERIAL # 130927046  
 CALIBRATOR LEED R8090 SERIAL # \_\_\_\_\_  
 CALIBRATION CHECK PRE-TEST dBA SPL POST-TEST \_\_\_\_\_ dBA SPL WINDSCREEN YES

SETTINGS A-WTD SLOW FAST FRONTAL RANDOM ANSI OTHER: \_\_\_\_\_

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC)
<u>153-226</u>	<u>8:49</u>								

COMMENTS  
READING TAKEN AT SOUTHEASTERN PORTION OF YARDS LOT, APX 25' NORTH OF FENCE WITH MOUNTAIN VIEW TOWER PARK; READING WAS TAKEN AS SCD USED LONDER TO FILL ROLLAWAY BIN WITH DIRT

**SOURCE INFO AND TRAFFIC COUNTS**  
 PRIMARY NOISE SOURCE \_\_\_\_\_ TRAFFIC AIRCRAFT RAIL INDUSTRIAL OTHER: \_\_\_\_\_  
 ROADWAY TYPE: ASPHLT/DIRT/GRAVEL DIST. TO RDWY C/L OR EOP: APX 100' TO LOADING ACCT


TRAFFIC COUNT DURATION: \_\_\_\_\_ MIN SPEED \_\_\_\_\_ MIN SPEED \_\_\_\_\_

COUNT 1 (E. OR RDWY 1)	DIRECTION		SPEED		IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 (OR RDWY 2)	DIRECTION		SPEED	
	NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB		

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  
 POSTED SPEED LIMIT SIGNS SAY: \_\_\_\_\_

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS BIRDS DIST. INDUSTRIAL  
 DIST. KIDS PLAYING DIST. CONVERSATIONS/YELLING DIST. TRAFFIC (LIST RDWYS BELOW) DIST. GARDENERS/LANDSCAPING NOISE  
 OTHER: NEARBY STREETS ADD 10 FWT TRAFFIC; SCD FACILITY TO THE WEST

**DESCRIPTION / SKETCH**  
 TERRAIN HARD SOFT MIXED FLAT OTHER: \_\_\_\_\_  
 PHOTOS 3005; 3006; 3007; 3008; 3009  
 OTHER COMMENTS / SKETCH \_\_\_\_\_





Rec 104 to 152 Date hh:mm:ss	Slow Response LeqPeriod Leq	dBA weighting		2.0 dB resc	
		SEL	Lmax	Lmin	
12/10/2021 8:44	5 sec	54.3	61.3	54.9	53.6
12/10/2021 8:44	5 sec	55.1	62.1	56.1	54.2
12/10/2021 8:44	5 sec	57.1	64.1	57.8	56
12/10/2021 8:44	5 sec	58.2	65.2	58.9	57.5
12/10/2021 8:44	5 sec	57.7	64.7	58.3	57.1
12/10/2021 8:44	5 sec	57.6	64.6	58	57.2
12/10/2021 8:44	5 sec	56.4	63.4	57.9	55.7
12/10/2021 8:44	5 sec	64.6	71.6	66.6	55.7
12/10/2021 8:44	5 sec	60.6	67.6	64.4	59.5
12/10/2021 8:44	5 sec	59.8	66.8	60.6	59.1
12/10/2021 8:44	5 sec	59.6	66.6	60.6	58.8
12/10/2021 8:44	5 sec	57.8	64.8	58.8	57.1
12/10/2021 8:45	5 sec	58.4	65.4	58.9	57.6
12/10/2021 8:45	5 sec	59.5	66.5	60.7	58.1
12/10/2021 8:45	5 sec	59	66	60.3	58.1
12/10/2021 8:45	5 sec	57.6	64.6	58.9	56.8
12/10/2021 8:45	5 sec	57.7	64.7	58.2	57.2
12/10/2021 8:45	5 sec	58	65	59.2	56.6
12/10/2021 8:45	5 sec	56.5	63.5	58	56.1
12/10/2021 8:45	5 sec	58.5	65.5	60	56.2
12/10/2021 8:45	5 sec	59.6	66.6	60.1	58.7
12/10/2021 8:45	5 sec	57.7	64.7	59.8	56.9
12/10/2021 8:45	5 sec	55.8	62.8	57.1	55.1
12/10/2021 8:45	5 sec	54.9	61.9	55.8	54.4
12/10/2021 8:46	5 sec	56.4	63.4	57.5	55.2
12/10/2021 8:46	5 sec	57.6	64.6	58.4	56.6
12/10/2021 8:46	5 sec	57.6	64.6	58.8	56.5
12/10/2021 8:46	5 sec	64.4	71.4	65.2	58.8
12/10/2021 8:46	5 sec	59.1	66.1	62.3	56.7
12/10/2021 8:46	5 sec	54.8	61.8	56.7	54.3
12/10/2021 8:46	5 sec	56	63	56.6	55.4
12/10/2021 8:46	5 sec	57.3	64.3	57.8	56.1
12/10/2021 8:46	5 sec	55	62	57	54.3
12/10/2021 8:46	5 sec	54.5	61.5	55	53.7
12/10/2021 8:46	5 sec	54.6	61.6	55.1	54.3
12/10/2021 8:46	5 sec	55	62	55.5	54
12/10/2021 8:47	5 sec	55.3	62.3	55.7	55
12/10/2021 8:47	5 sec	55.6	62.6	56.4	54.5
12/10/2021 8:47	5 sec	54	61	54.6	53.8
12/10/2021 8:47	5 sec	54.5	61.5	54.9	54
12/10/2021 8:47	5 sec	58.7	65.7	62.1	54.4
12/10/2021 8:47	5 sec	53.9	60.9	56	53.6
12/10/2021 8:47	5 sec	54.6	61.6	55.2	53.7
12/10/2021 8:47	5 sec	55.5	62.5	55.8	54.2
12/10/2021 8:47	5 sec	56.8	63.8	57.6	55.7

12/10/2021 8:47 5 sec	59.4	66.4	60	57.6
12/10/2021 8:47 5 sec	59.1	66.1	60	58.6
12/10/2021 8:47 5 sec	62.7	69.7	66.4	59.4
12/10/2021 8:48 3 sec	55.6	60.4	59.4	55.8

Rec 153 to 226 Date hh:mm:ss	Slow Response LeqPeriod Leq	dBA weighting		2.0 dB resc	
		SEL	Lmax	Lmin	
12/10/2021 8:49	5 sec	55.6	62.6	56	55.3
12/10/2021 8:49	5 sec	55.3	62.3	55.7	54.9
12/10/2021 8:50	5 sec	55.8	62.8	56.2	55.3
12/10/2021 8:50	5 sec	56.6	63.6	56.9	56.2
12/10/2021 8:50	5 sec	55.7	62.7	56.5	55.2
12/10/2021 8:50	5 sec	54.8	61.8	55.4	54.5
12/10/2021 8:50	5 sec	55.2	62.2	55.5	54.4
12/10/2021 8:50	5 sec	54.6	61.6	55.1	54
12/10/2021 8:50	5 sec	54.7	61.7	55.3	54.3
12/10/2021 8:50	5 sec	54.9	61.9	55.5	54.3
12/10/2021 8:50	5 sec	54.8	61.8	55.5	54.4
12/10/2021 8:50	5 sec	54.7	61.7	54.9	54.5
12/10/2021 8:50	5 sec	55.9	62.9	57.4	54.4
12/10/2021 8:50	5 sec	56.5	63.5	58.5	55.3
12/10/2021 8:51	5 sec	56	63	56.5	55.3
12/10/2021 8:51	5 sec	56.1	63.1	56.8	55.7
12/10/2021 8:51	5 sec	55.2	62.2	56.1	54.7
12/10/2021 8:51	5 sec	55.4	62.4	56.1	54.6
12/10/2021 8:51	5 sec	55.2	62.2	56.3	54.7
12/10/2021 8:51	5 sec	54.3	61.3	54.8	54.2
12/10/2021 8:51	5 sec	53.8	60.8	54.4	53.4
12/10/2021 8:51	5 sec	54.1	61.1	54.4	53.3
12/10/2021 8:51	5 sec	55	62	55.3	54.2
12/10/2021 8:51	5 sec	55.9	62.9	56.5	55
12/10/2021 8:51	5 sec	55.7	62.7	56.9	55.1
12/10/2021 8:51	5 sec	55.5	62.5	55.9	54.8
12/10/2021 8:52	5 sec	56.5	63.5	57.5	55.4
12/10/2021 8:52	5 sec	55.3	62.3	57.4	54.7
12/10/2021 8:52	5 sec	55.3	62.3	55.6	54.7
12/10/2021 8:52	5 sec	55.2	62.2	55.6	55
12/10/2021 8:52	5 sec	54.7	61.7	55.3	54.4
12/10/2021 8:52	5 sec	55.9	62.9	56.5	54.9
12/10/2021 8:52	5 sec	56.9	63.9	59.2	55.5
12/10/2021 8:52	5 sec	55.7	62.7	56.4	55
12/10/2021 8:52	5 sec	55.2	62.2	56.2	54.7
12/10/2021 8:52	5 sec	54.2	61.2	54.7	54
12/10/2021 8:52	5 sec	56.5	63.5	58.9	53.8
12/10/2021 8:52	5 sec	55.2	62.2	56.5	54.6
12/10/2021 8:53	5 sec	54.8	61.8	55.2	54.5
12/10/2021 8:53	5 sec	55.2	62.2	55.9	54.4
12/10/2021 8:53	5 sec	57.6	64.6	61.1	54.9
12/10/2021 8:53	5 sec	55.6	62.6	59.3	55.5
12/10/2021 8:53	5 sec	56.6	63.6	57.9	55
12/10/2021 8:53	5 sec	55.6	62.6	57.2	55.2
12/10/2021 8:53	5 sec	55.4	62.4	55.8	55

12/10/2021 8:53 5 sec	55.8	62.8	56.2	55.3
12/10/2021 8:53 5 sec	56.1	63.1	56.4	55.7
12/10/2021 8:53 5 sec	55.8	62.8	56.8	55.2
12/10/2021 8:53 5 sec	55.5	62.5	56	55.2
12/10/2021 8:53 5 sec	55.4	62.4	55.6	55
12/10/2021 8:54 5 sec	55	62	55.8	54.3
12/10/2021 8:54 5 sec	54.5	61.5	54.9	54.3
12/10/2021 8:54 5 sec	54.8	61.8	55.5	54.1
12/10/2021 8:54 5 sec	54.3	61.3	55	53.8
12/10/2021 8:54 5 sec	54.2	61.2	54.6	53.8
12/10/2021 8:54 5 sec	54.6	61.6	55.2	54.1
12/10/2021 8:54 5 sec	54.9	61.9	55.5	54.2
12/10/2021 8:54 5 sec	55.6	62.6	56.7	54.7
12/10/2021 8:54 5 sec	55	62	57.1	54.2
12/10/2021 8:54 5 sec	55.1	62.1	56	54.3
12/10/2021 8:54 5 sec	57.2	64.2	57.6	54.9
12/10/2021 8:54 5 sec	56.6	63.6	58.4	55
12/10/2021 8:55 5 sec	55.1	62.1	55.5	54.8
12/10/2021 8:55 5 sec	54.8	61.8	55.1	54.5
12/10/2021 8:55 5 sec	55.3	62.3	55.7	54.4
12/10/2021 8:55 5 sec	57	64	59.7	55.1
12/10/2021 8:55 5 sec	59	66	62.8	55.5
12/10/2021 8:55 5 sec	55	62	55.5	54.4
12/10/2021 8:55 5 sec	54.8	61.8	55.5	54.5
12/10/2021 8:55 5 sec	54.6	61.6	54.8	54.3
12/10/2021 8:55 5 sec	55	62	55.9	54.5
12/10/2021 8:55 5 sec	53.9	60.9	54.5	53.7
12/10/2021 8:55 5 sec	54.1	61.1	54.6	53.6
12/10/2021 8:55 5 sec	55.7	62.7	56.8	53.8

Rec 1 to 62 Date hh:mm:ss	Slow Response LeqPeriod Leq	dBA weighting		2.0 dB resc	
		SEL	Lmax	Lmin	
12/10/2021 8:25	5 sec	54.7	61.7	55.1	54.4
12/10/2021 8:26	5 sec	54.7	61.7	55	54.4
12/10/2021 8:26	5 sec	54.2	61.2	54.7	54.1
12/10/2021 8:26	5 sec	55.4	62.4	55.9	54.3
12/10/2021 8:26	5 sec	56.3	63.3	56.9	55.7
12/10/2021 8:26	5 sec	56.8	63.8	57.8	55.1
12/10/2021 8:26	5 sec	54.8	61.8	55.2	54.4
12/10/2021 8:26	5 sec	55.2	62.2	56.7	54.1
12/10/2021 8:26	5 sec	56.7	63.7	57.1	56.4
12/10/2021 8:26	5 sec	56.5	63.5	56.8	56.2
12/10/2021 8:26	5 sec	57.4	64.4	58	56.3
12/10/2021 8:26	5 sec	57.7	64.7	58.9	56.1
12/10/2021 8:26	5 sec	55.4	62.4	56.2	55
12/10/2021 8:27	5 sec	56.3	63.3	56.5	55.5
12/10/2021 8:27	5 sec	56.5	63.5	57.2	55.7
12/10/2021 8:27	5 sec	55.1	62.1	55.7	54.3
12/10/2021 8:27	5 sec	55.4	62.4	56.1	54.8
12/10/2021 8:27	5 sec	55	62	56.1	54.5
12/10/2021 8:27	5 sec	55	62	55.3	54.8
12/10/2021 8:27	5 sec	55.2	62.2	55.6	54.8
12/10/2021 8:27	5 sec	55.6	62.6	56.1	55
12/10/2021 8:27	5 sec	55	62	56.1	54
12/10/2021 8:27	5 sec	55.2	62.2	56	54.4
12/10/2021 8:27	5 sec	56.5	63.5	57.3	55.1
12/10/2021 8:27	5 sec	57	64	57.8	56.4
12/10/2021 8:28	5 sec	56.7	63.7	57.2	56.1
12/10/2021 8:28	5 sec	56.8	63.8	59.3	55.5
12/10/2021 8:28	5 sec	55.2	62.2	55.7	54.8
12/10/2021 8:28	5 sec	56.2	63.2	56.7	55.5
12/10/2021 8:28	5 sec	55.2	62.2	55.7	54.9
12/10/2021 8:28	5 sec	54.7	61.7	55.1	54.4
12/10/2021 8:28	5 sec	57.6	64.6	59.1	54.5
12/10/2021 8:28	5 sec	55.2	62.2	57.5	54.9
12/10/2021 8:28	5 sec	54.7	61.7	55	54.4
12/10/2021 8:28	5 sec	54.6	61.6	54.8	54.4
12/10/2021 8:28	5 sec	55.5	62.5	55.8	54.6
12/10/2021 8:28	5 sec	54.8	61.8	55.5	54.4
12/10/2021 8:29	5 sec	55.7	62.7	56.4	54.5
12/10/2021 8:29	5 sec	55.4	62.4	55.6	54.9
12/10/2021 8:29	5 sec	55.1	62.1	56.2	54.2
12/10/2021 8:29	5 sec	54.2	61.2	54.7	53.8
12/10/2021 8:29	5 sec	54.4	61.4	54.7	53.8
12/10/2021 8:29	5 sec	55.4	62.4	55.9	54.6
12/10/2021 8:29	5 sec	55.3	62.3	55.9	54.8
12/10/2021 8:29	5 sec	54.8	61.8	56	54.2

12/10/2021 8:29 5 sec	55	62	55.1	54.5
12/10/2021 8:29 5 sec	54.9	61.9	55.6	54.4
12/10/2021 8:29 5 sec	54.4	61.4	55	53.9
12/10/2021 8:29 5 sec	54.7	61.7	55.1	54.1
12/10/2021 8:30 5 sec	54.4	61.4	55.1	54
12/10/2021 8:30 5 sec	54.7	61.7	55.3	54.3
12/10/2021 8:30 5 sec	54.1	61.1	54.6	53.3
12/10/2021 8:30 5 sec	55	62	55.9	54
12/10/2021 8:30 5 sec	56.9	63.9	57.5	55.5
12/10/2021 8:30 5 sec	55.1	62.1	57.1	53.9
12/10/2021 8:30 5 sec	54.6	61.6	55.5	53.2
12/10/2021 8:30 5 sec	54.9	61.9	55.6	54.2
12/10/2021 8:30 5 sec	53.3	60.3	54.8	53.3
12/10/2021 8:30 5 sec	55	62	55.8	53.3
12/10/2021 8:30 5 sec	54.8	61.8	55.2	54.2
12/10/2021 8:30 5 sec	54.1	61.1	54.9	53.8
12/10/2021 8:31 4 sec	54.5	60.5	54.7	53.8

Rec 63 to 103	Slow Response	dBA weighting		2.0 dB resc	
Date hh:mm:ss	LeqPeriod Leq	SEL	Lmax	Lmin	
12/10/2021 8:34	5 sec	56.9	63.9	59.9	55
12/10/2021 8:34	5 sec	54.8	61.8	57.2	54.6
12/10/2021 8:34	5 sec	55.3	62.3	55.7	54.6
12/10/2021 8:34	5 sec	55.6	62.6	56.2	55.2
12/10/2021 8:34	5 sec	56.5	63.5	58.4	55
12/10/2021 8:34	5 sec	57.4	64.4	59	55.6
12/10/2021 8:34	5 sec	59.3	66.3	60.9	57.4
12/10/2021 8:34	5 sec	57.4	64.4	59.8	56.5
12/10/2021 8:35	5 sec	56.2	63.2	58.1	55.6
12/10/2021 8:35	5 sec	55	62	56.3	54.1
12/10/2021 8:35	5 sec	54.1	61.1	54.6	53.6
12/10/2021 8:35	5 sec	56	63	57.3	54.5
12/10/2021 8:35	5 sec	55.7	62.7	56.2	55.3
12/10/2021 8:35	5 sec	56.3	63.3	56.6	55.8
12/10/2021 8:35	5 sec	56.1	63.1	56.6	55.7
12/10/2021 8:35	5 sec	57.7	64.7	58	55.8
12/10/2021 8:35	5 sec	56.3	63.3	58.2	55.7
12/10/2021 8:35	5 sec	55.8	62.8	56.1	55
12/10/2021 8:35	5 sec	57.5	64.5	59.6	56
12/10/2021 8:35	5 sec	55.7	62.7	56.1	55.3
12/10/2021 8:36	5 sec	55.4	62.4	55.8	55
12/10/2021 8:36	5 sec	56.2	63.2	56.8	55.5
12/10/2021 8:36	5 sec	56.5	63.5	57.1	55.6
12/10/2021 8:36	5 sec	56.6	63.6	57	56
12/10/2021 8:36	5 sec	56.4	63.4	57.2	55.9
12/10/2021 8:36	5 sec	57.6	64.6	58.1	56.8
12/10/2021 8:36	5 sec	56.4	63.4	58.4	55.4
12/10/2021 8:36	5 sec	55.5	62.5	56.1	55
12/10/2021 8:36	5 sec	56.1	63.1	56.6	54.9
12/10/2021 8:36	5 sec	56.4	63.4	56.8	55.9
12/10/2021 8:36	5 sec	56	63	56.4	55.6
12/10/2021 8:36	5 sec	56.3	63.3	57	55.8
12/10/2021 8:37	5 sec	55.4	62.4	56	54.8
12/10/2021 8:37	5 sec	55	62	56	54.6
12/10/2021 8:37	5 sec	55.2	62.2	56.5	54.4
12/10/2021 8:37	5 sec	54.4	61.4	55.4	54.2
12/10/2021 8:37	5 sec	55	62	55.3	54.3
12/10/2021 8:37	5 sec	54.9	61.9	55.6	54.6
12/10/2021 8:37	5 sec	54.8	61.8	55.1	54.6
12/10/2021 8:37	5 sec	54.6	61.6	54.9	54.4
12/10/2021 8:37	3 sec	56.3	61.1	58.3	54.9





Number	Start Date	Start Time	Trailer Parl Hanson Lot L <sub>Aeq</sub>
555	12/10/2021	8:15:00 AM	56.7
556	12/10/2021	8:15:05 AM	56.8
557	12/10/2021	8:15:10 AM	57
558	12/10/2021	8:15:15 AM	57.2
559	12/10/2021	8:15:20 AM	58.1
560	12/10/2021	8:15:25 AM	58.2
561	12/10/2021	8:15:30 AM	58.6
562	12/10/2021	8:15:35 AM	58.9
563	12/10/2021	8:15:40 AM	58.7
564	12/10/2021	8:15:45 AM	59.3
565	12/10/2021	8:15:50 AM	58.5
566	12/10/2021	8:15:55 AM	58.8
567	12/10/2021	8:16:00 AM	58.2
568	12/10/2021	8:16:05 AM	58.3
569	12/10/2021	8:16:10 AM	57.7
570	12/10/2021	8:16:15 AM	57.3
571	12/10/2021	8:16:20 AM	58.3
572	12/10/2021	8:16:25 AM	58.3
573	12/10/2021	8:16:30 AM	57.9
574	12/10/2021	8:16:35 AM	58.2
575	12/10/2021	8:16:40 AM	58.2
576	12/10/2021	8:16:45 AM	57.6
577	12/10/2021	8:16:50 AM	57.6
578	12/10/2021	8:16:55 AM	58.1
579	12/10/2021	8:17:00 AM	57.8
580	12/10/2021	8:17:05 AM	58
581	12/10/2021	8:17:10 AM	58.1
582	12/10/2021	8:17:15 AM	58.9
583	12/10/2021	8:17:20 AM	58.9
584	12/10/2021	8:17:25 AM	59.5
585	12/10/2021	8:17:30 AM	59.3
586	12/10/2021	8:17:35 AM	59.1
587	12/10/2021	8:17:40 AM	59.2
588	12/10/2021	8:17:45 AM	58.3
589	12/10/2021	8:17:50 AM	58.6
590	12/10/2021	8:17:55 AM	58.7
591	12/10/2021	8:18:00 AM	58.7
592	12/10/2021	8:18:05 AM	59
593	12/10/2021	8:18:10 AM	59.4
594	12/10/2021	8:18:15 AM	59.7
595	12/10/2021	8:18:20 AM	58.8
596	12/10/2021	8:18:25 AM	59.2
597	12/10/2021	8:18:30 AM	58.7
598	12/10/2021	8:18:35 AM	58.4
599	12/10/2021	8:18:40 AM	58.5

600	12/10/2021	8:18:45 AM	59
601	12/10/2021	8:18:50 AM	58.7
602	12/10/2021	8:18:55 AM	57.9
603	12/10/2021	8:19:00 AM	57.8
604	12/10/2021	8:19:05 AM	57.9
605	12/10/2021	8:19:10 AM	57.9
606	12/10/2021	8:19:15 AM	57.6
607	12/10/2021	8:19:20 AM	56.4
608	12/10/2021	8:19:25 AM	56.1
609	12/10/2021	8:19:30 AM	56.7
610	12/10/2021	8:19:35 AM	57
611	12/10/2021	8:19:40 AM	57
612	12/10/2021	8:19:45 AM	57.4
613	12/10/2021	8:19:50 AM	58.1
614	12/10/2021	8:19:55 AM	58.5
615	12/10/2021	8:20:00 AM	57.8
616	12/10/2021	8:20:05 AM	57.9
617	12/10/2021	8:20:10 AM	57.6
618	12/10/2021	8:20:15 AM	58.3
619	12/10/2021	8:20:20 AM	58.3
620	12/10/2021	8:20:25 AM	58.4
621	12/10/2021	8:20:30 AM	58.3
622	12/10/2021	8:20:35 AM	60.3
623	12/10/2021	8:20:40 AM	60.8
624	12/10/2021	8:20:45 AM	58.4
625	12/10/2021	8:20:50 AM	58
626	12/10/2021	8:20:55 AM	57.4
627	12/10/2021	8:21:00 AM	57.7
628	12/10/2021	8:21:05 AM	57.5
629	12/10/2021	8:21:10 AM	58.1
630	12/10/2021	8:21:15 AM	58
631	12/10/2021	8:21:20 AM	57.9
632	12/10/2021	8:21:25 AM	57.7
633	12/10/2021	8:21:30 AM	57.3
634	12/10/2021	8:21:35 AM	57.9
635	12/10/2021	8:21:40 AM	58.7
636	12/10/2021	8:21:45 AM	58.9
637	12/10/2021	8:21:50 AM	57.6
638	12/10/2021	8:21:55 AM	58.1
639	12/10/2021	8:22:00 AM	58.3
640	12/10/2021	8:22:05 AM	58.3
641	12/10/2021	8:22:10 AM	57.6
642	12/10/2021	8:22:15 AM	57
643	12/10/2021	8:22:20 AM	57.2
644	12/10/2021	8:22:25 AM	57.1
645	12/10/2021	8:22:30 AM	57.1
646	12/10/2021	8:22:35 AM	56.8

647	12/10/2021	8:22:40 AM	57.8	
648	12/10/2021	8:22:45 AM	58.3	
649	12/10/2021	8:22:50 AM	58.2	
650	12/10/2021	8:22:55 AM	56.6	
651	12/10/2021	8:23:00 AM	56.3	
652	12/10/2021	8:23:05 AM	57.2	
653	12/10/2021	8:23:10 AM	59.2	
654	12/10/2021	8:23:15 AM	58.2	
655	12/10/2021	8:23:20 AM	57.3	
656	12/10/2021	8:23:25 AM	58.6	
657	12/10/2021	8:23:30 AM	58.7	
658	12/10/2021	8:23:35 AM	58.3	
659	12/10/2021	8:23:40 AM	59.5	
660	12/10/2021	8:23:45 AM	58.1	
661	12/10/2021	8:23:50 AM	58.6	
662	12/10/2021	8:23:55 AM	58.9	
663	12/10/2021	8:24:00 AM	58.9	
664	12/10/2021	8:24:05 AM	59	
665	12/10/2021	8:24:10 AM	58.9	
666	12/10/2021	8:24:15 AM	58.8	
667	12/10/2021	8:24:20 AM	58.5	
668	12/10/2021	8:24:25 AM	59.1	
669	12/10/2021	8:24:30 AM	59.6	
670	12/10/2021	8:24:35 AM	59.7	
671	12/10/2021	8:24:40 AM	59.1	
672	12/10/2021	8:24:45 AM	60.1	
673	12/10/2021	8:24:50 AM	59.8	
674	12/10/2021	8:24:55 AM	59.6	
675	12/10/2021	8:25:00 AM	59.5	
676	12/10/2021	8:25:05 AM	60	
677	12/10/2021	8:25:10 AM	59.6	
678	12/10/2021	8:25:15 AM	58.9	
679	12/10/2021	8:25:20 AM	60.1	
680	12/10/2021	8:25:25 AM	58.5	
681	12/10/2021	8:25:30 AM	58.7	
682	12/10/2021	8:25:35 AM	57.8	
683	12/10/2021	8:25:40 AM	57.9	
684	12/10/2021	8:25:45 AM	58.3	
685	12/10/2021	8:25:50 AM	59	Hanson Lot No Activity
686	12/10/2021	8:25:55 AM	59.5	
687	12/10/2021	8:26:00 AM	59.2	54.7
688	12/10/2021	8:26:05 AM	58.8	54.2
689	12/10/2021	8:26:10 AM	59	55.4
690	12/10/2021	8:26:15 AM	59.9	56.3
691	12/10/2021	8:26:20 AM	59.7	56.8
692	12/10/2021	8:26:25 AM	59.6	54.8
693	12/10/2021	8:26:30 AM	58.8	55.2

694	12/10/2021	8:26:35 AM	58.4	56.7
695	12/10/2021	8:26:40 AM	58.5	56.5
696	12/10/2021	8:26:45 AM	58.7	57.4
697	12/10/2021	8:26:50 AM	58.3	57.7
698	12/10/2021	8:26:55 AM	58.4	55.4
699	12/10/2021	8:27:00 AM	58.4	56.3
700	12/10/2021	8:27:05 AM	58.9	56.5
701	12/10/2021	8:27:10 AM	58.7	55.1
702	12/10/2021	8:27:15 AM	58.7	55.4
703	12/10/2021	8:27:20 AM	58.5	55
704	12/10/2021	8:27:25 AM	58.7	55
705	12/10/2021	8:27:30 AM	59	55.2
706	12/10/2021	8:27:35 AM	59.4	55.6
707	12/10/2021	8:27:40 AM	59	55
708	12/10/2021	8:27:45 AM	58.5	55.2
709	12/10/2021	8:27:50 AM	59.2	56.5
710	12/10/2021	8:27:55 AM	61.3	57
711	12/10/2021	8:28:00 AM	59.8	56.7
712	12/10/2021	8:28:05 AM	58.1	56.8
713	12/10/2021	8:28:10 AM	59.3	55.2
714	12/10/2021	8:28:15 AM	59.1	56.2
715	12/10/2021	8:28:20 AM	59	55.2
716	12/10/2021	8:28:25 AM	59.3	54.7
717	12/10/2021	8:28:30 AM	61	57.6
718	12/10/2021	8:28:35 AM	62	55.2
719	12/10/2021	8:28:40 AM	59.1	54.7
720	12/10/2021	8:28:45 AM	59.2	54.6
721	12/10/2021	8:28:50 AM	59	55.5
722	12/10/2021	8:28:55 AM	59.5	54.8
723	12/10/2021	8:29:00 AM	59	55.7
724	12/10/2021	8:29:05 AM	59.6	55.4
725	12/10/2021	8:29:10 AM	60.1	55.1
726	12/10/2021	8:29:15 AM	59.6	54.2
727	12/10/2021	8:29:20 AM	58.9	54.4
728	12/10/2021	8:29:25 AM	58.7	55.4
729	12/10/2021	8:29:30 AM	59	55.3
730	12/10/2021	8:29:35 AM	60.1	54.8
731	12/10/2021	8:29:40 AM	59.7	55
732	12/10/2021	8:29:45 AM	59.5	54.9
733	12/10/2021	8:29:50 AM	60	54.4
734	12/10/2021	8:29:55 AM	59.4	54.7
735	12/10/2021	8:30:00 AM	59.5	54.4
736	12/10/2021	8:30:05 AM	59.7	54.7
737	12/10/2021	8:30:10 AM	58.7	54.1
738	12/10/2021	8:30:15 AM	58.8	55
739	12/10/2021	8:30:20 AM	60.6	56.9
740	12/10/2021	8:30:25 AM	62.1	55.1

741	12/10/2021	8:30:30 AM	58.9	54.6
742	12/10/2021	8:30:35 AM	58.5	54.9
743	12/10/2021	8:30:40 AM	57.7	53.3
744	12/10/2021	8:30:45 AM	58.5	55
745	12/10/2021	8:30:50 AM	58.5	54.8
746	12/10/2021	8:30:55 AM	58.7	54.1
747	12/10/2021	8:31:00 AM	58.5	
748	12/10/2021	8:31:05 AM	58.7	
749	12/10/2021	8:31:10 AM	58.4	
750	12/10/2021	8:31:15 AM	58.5	
751	12/10/2021	8:31:20 AM	58.9	
752	12/10/2021	8:31:25 AM	58.5	
753	12/10/2021	8:31:30 AM	58.7	
754	12/10/2021	8:31:35 AM	58.7	
755	12/10/2021	8:31:40 AM	58.3	
756	12/10/2021	8:31:45 AM	59.6	
757	12/10/2021	8:31:50 AM	60.2	
758	12/10/2021	8:31:55 AM	60	
759	12/10/2021	8:32:00 AM	59.3	
760	12/10/2021	8:32:05 AM	60.2	
761	12/10/2021	8:32:10 AM	58.9	
762	12/10/2021	8:32:15 AM	59.3	
763	12/10/2021	8:32:20 AM	59.6	
764	12/10/2021	8:32:25 AM	60.3	
765	12/10/2021	8:32:30 AM	60.5	
766	12/10/2021	8:32:35 AM	60.1	
767	12/10/2021	8:32:40 AM	59.8	
768	12/10/2021	8:32:45 AM	59.2	
769	12/10/2021	8:32:50 AM	58.6	
770	12/10/2021	8:32:55 AM	59.6	
771	12/10/2021	8:33:00 AM	60.3	
772	12/10/2021	8:33:05 AM	61.8	
773	12/10/2021	8:33:10 AM	61	
774	12/10/2021	8:33:15 AM	60	
775	12/10/2021	8:33:20 AM	59.2	
776	12/10/2021	8:33:25 AM	58.6	
777	12/10/2021	8:33:30 AM	60.1	
778	12/10/2021	8:33:35 AM	59.1	
779	12/10/2021	8:33:40 AM	58.3	
780	12/10/2021	8:33:45 AM	59.4	
781	12/10/2021	8:33:50 AM	59.1	
782	12/10/2021	8:33:55 AM	58.8	
783	12/10/2021	8:34:00 AM	58	
784	12/10/2021	8:34:05 AM	58.1	
785	12/10/2021	8:34:10 AM	59	
786	12/10/2021	8:34:15 AM	58.9	
787	12/10/2021	8:34:20 AM	59.5	

788	12/10/2021	8:34:25 AM	59.7
789	12/10/2021	8:34:30 AM	58.8
790	12/10/2021	8:34:35 AM	58.7
791	12/10/2021	8:34:40 AM	59.4
792	12/10/2021	8:34:45 AM	59
793	12/10/2021	8:34:50 AM	59.3
794	12/10/2021	8:34:55 AM	59.6
795	12/10/2021	8:35:00 AM	59.8
796	12/10/2021	8:35:05 AM	59.3
797	12/10/2021	8:35:10 AM	58.7
798	12/10/2021	8:35:15 AM	59
799	12/10/2021	8:35:20 AM	59.8
800	12/10/2021	8:35:25 AM	61
801	12/10/2021	8:35:30 AM	60.4
802	12/10/2021	8:35:35 AM	59
803	12/10/2021	8:35:40 AM	59.2
804	12/10/2021	8:35:45 AM	60.9
805	12/10/2021	8:35:50 AM	60.4
806	12/10/2021	8:35:55 AM	60.2
807	12/10/2021	8:36:00 AM	59.5
808	12/10/2021	8:36:05 AM	59.5
809	12/10/2021	8:36:10 AM	59.5
810	12/10/2021	8:36:15 AM	60.6
811	12/10/2021	8:36:20 AM	60
812	12/10/2021	8:36:25 AM	59.2
813	12/10/2021	8:36:30 AM	59
814	12/10/2021	8:36:35 AM	59.3
815	12/10/2021	8:36:40 AM	59.3
816	12/10/2021	8:36:45 AM	59
817	12/10/2021	8:36:50 AM	59
818	12/10/2021	8:36:55 AM	60
819	12/10/2021	8:37:00 AM	59.4
820	12/10/2021	8:37:05 AM	59.1
821	12/10/2021	8:37:10 AM	58.3
822	12/10/2021	8:37:15 AM	58.2
823	12/10/2021	8:37:20 AM	57.9
824	12/10/2021	8:37:25 AM	58.4
825	12/10/2021	8:37:30 AM	58.6
826	12/10/2021	8:37:35 AM	59
827	12/10/2021	8:37:40 AM	58.9
828	12/10/2021	8:37:45 AM	59.2
829	12/10/2021	8:37:50 AM	59.2
830	12/10/2021	8:37:55 AM	59.5
831	12/10/2021	8:38:00 AM	62
832	12/10/2021	8:38:05 AM	58.5
833	12/10/2021	8:38:10 AM	57.6
834	12/10/2021	8:38:15 AM	57.8

835	12/10/2021	8:38:20 AM	59.7
836	12/10/2021	8:38:25 AM	58.7
837	12/10/2021	8:38:30 AM	58.6
838	12/10/2021	8:38:35 AM	58
839	12/10/2021	8:38:40 AM	57.4
840	12/10/2021	8:38:45 AM	57.9
841	12/10/2021	8:38:50 AM	62
842	12/10/2021	8:38:55 AM	58
843	12/10/2021	8:39:00 AM	58.3
844	12/10/2021	8:39:05 AM	58.8
845	12/10/2021	8:39:10 AM	58.1
846	12/10/2021	8:39:15 AM	58.2
847	12/10/2021	8:39:20 AM	58.1
848	12/10/2021	8:39:25 AM	57.9
849	12/10/2021	8:39:30 AM	58.6
850	12/10/2021	8:39:35 AM	59.1
851	12/10/2021	8:39:40 AM	57.8
852	12/10/2021	8:39:45 AM	58.4
853	12/10/2021	8:39:50 AM	58.4
854	12/10/2021	8:39:55 AM	59.6
855	12/10/2021	8:40:00 AM	65.1
856	12/10/2021	8:40:05 AM	58.8
857	12/10/2021	8:40:10 AM	57.9
858	12/10/2021	8:40:15 AM	57.7
859	12/10/2021	8:40:20 AM	57.7
860	12/10/2021	8:40:25 AM	56.9
861	12/10/2021	8:40:30 AM	56.8
862	12/10/2021	8:40:35 AM	57.3
863	12/10/2021	8:40:40 AM	57.6
864	12/10/2021	8:40:45 AM	58
865	12/10/2021	8:40:50 AM	58.3
866	12/10/2021	8:40:55 AM	58
867	12/10/2021	8:41:00 AM	59.2
868	12/10/2021	8:41:05 AM	58.2
869	12/10/2021	8:41:10 AM	58.1
870	12/10/2021	8:41:15 AM	58.3
871	12/10/2021	8:41:20 AM	58.3
872	12/10/2021	8:41:25 AM	57.9
873	12/10/2021	8:41:30 AM	57.8
874	12/10/2021	8:41:35 AM	59.2
875	12/10/2021	8:41:40 AM	59.2
876	12/10/2021	8:41:45 AM	62.4
877	12/10/2021	8:41:50 AM	60.9
878	12/10/2021	8:41:55 AM	58.6
879	12/10/2021	8:42:00 AM	58.2
880	12/10/2021	8:42:05 AM	59.3
881	12/10/2021	8:42:10 AM	61.2

882	12/10/2021	8:42:15 AM	60.5	
883	12/10/2021	8:42:20 AM	58.3	
884	12/10/2021	8:42:25 AM	58.7	
885	12/10/2021	8:42:30 AM	58.4	
886	12/10/2021	8:42:35 AM	58.9	
887	12/10/2021	8:42:40 AM	58.8	
888	12/10/2021	8:42:45 AM	59.2	
889	12/10/2021	8:42:50 AM	58.1	
890	12/10/2021	8:42:55 AM	57.9	
891	12/10/2021	8:43:00 AM	58.3	
892	12/10/2021	8:43:05 AM	57.5	
893	12/10/2021	8:43:10 AM	58.1	
894	12/10/2021	8:43:15 AM	58.8	
895	12/10/2021	8:43:20 AM	58.7	
896	12/10/2021	8:43:25 AM	57.7	
897	12/10/2021	8:43:30 AM	57.9	
898	12/10/2021	8:43:35 AM	58.2	
899	12/10/2021	8:43:40 AM	58.7	
900	12/10/2021	8:43:45 AM	59.3	
901	12/10/2021	8:43:50 AM	58.9	Hanson Lot Dirt Dumping
902	12/10/2021	8:43:55 AM	58.3	
903	12/10/2021	8:44:00 AM	58.3	54.3
904	12/10/2021	8:44:05 AM	59.4	55.1
905	12/10/2021	8:44:10 AM	58.6	57.1
906	12/10/2021	8:44:15 AM	59.1	58.2
907	12/10/2021	8:44:20 AM	58.9	57.7
908	12/10/2021	8:44:25 AM	58.5	57.6
909	12/10/2021	8:44:30 AM	58.3	56.4
910	12/10/2021	8:44:35 AM	60.9	64.6
911	12/10/2021	8:44:40 AM	60.5	60.6
912	12/10/2021	8:44:45 AM	59.5	59.8
913	12/10/2021	8:44:50 AM	59.2	59.6
914	12/10/2021	8:44:55 AM	58.7	57.8
915	12/10/2021	8:45:00 AM	59.1	58.4
916	12/10/2021	8:45:05 AM	59.5	59.5
917	12/10/2021	8:45:10 AM	61.8	59
918	12/10/2021	8:45:15 AM	60.3	57.6
919	12/10/2021	8:45:20 AM	59.9	57.7
920	12/10/2021	8:45:25 AM	59.6	58
921	12/10/2021	8:45:30 AM	59.4	56.5
922	12/10/2021	8:45:35 AM	59	58.5
923	12/10/2021	8:45:40 AM	58.1	59.6
924	12/10/2021	8:45:45 AM	58.1	57.7
925	12/10/2021	8:45:50 AM	58.1	55.8
926	12/10/2021	8:45:55 AM	58.7	54.9
927	12/10/2021	8:46:00 AM	57.8	56.4
928	12/10/2021	8:46:05 AM	59.1	57.6



929	12/10/2021	8:46:10 AM	58.4	57.6
930	12/10/2021	8:46:15 AM	61.2	64.4
931	12/10/2021	8:46:20 AM	60.8	59.1
932	12/10/2021	8:46:25 AM	59.5	54.8
933	12/10/2021	8:46:30 AM	59.3	56
934	12/10/2021	8:46:35 AM	59.4	57.3
935	12/10/2021	8:46:40 AM	58.7	55
936	12/10/2021	8:46:45 AM	57.7	54.5
937	12/10/2021	8:46:50 AM	58.4	54.6
938	12/10/2021	8:46:55 AM	58.2	55
939	12/10/2021	8:47:00 AM	58.6	55.3
940	12/10/2021	8:47:05 AM	58.6	55.6
941	12/10/2021	8:47:10 AM	57.3	54
942	12/10/2021	8:47:15 AM	57.8	54.5
943	12/10/2021	8:47:20 AM	59.3	58.7
944	12/10/2021	8:47:25 AM	58.5	53.9
945	12/10/2021	8:47:30 AM	57.9	54.6
946	12/10/2021	8:47:35 AM	57.6	55.5
947	12/10/2021	8:47:40 AM	58.7	56.8
948	12/10/2021	8:47:45 AM	59.7	59.4
949	12/10/2021	8:47:50 AM	59.2	59.1
950	12/10/2021	8:47:55 AM	59.4	62.7
951	12/10/2021	8:48:00 AM	58.8	
952	12/10/2021	8:48:05 AM	57.9	
953	12/10/2021	8:48:10 AM	57.7	
954	12/10/2021	8:48:15 AM	58.1	
955	12/10/2021	8:48:20 AM	58.4	
956	12/10/2021	8:48:25 AM	59.5	
957	12/10/2021	8:48:30 AM	59.6	
958	12/10/2021	8:48:35 AM	57.7	
959	12/10/2021	8:48:40 AM	58.2	
960	12/10/2021	8:48:45 AM	57.7	
961	12/10/2021	8:48:50 AM	57.9	
962	12/10/2021	8:48:55 AM	58.4	
963	12/10/2021	8:49:00 AM	57.6	
964	12/10/2021	8:49:05 AM	57.4	
965	12/10/2021	8:49:10 AM	58.4	
966	12/10/2021	8:49:15 AM	58.4	
967	12/10/2021	8:49:20 AM	58.5	
968	12/10/2021	8:49:25 AM	58	
969	12/10/2021	8:49:30 AM	57.6	
970	12/10/2021	8:49:35 AM	57.9	
971	12/10/2021	8:49:40 AM	58.4	
972	12/10/2021	8:49:45 AM	57.7	
973	12/10/2021	8:49:50 AM	58.7	Hanson Lot Dirt Loading
974	12/10/2021	8:49:55 AM	58.2	
975	12/10/2021	8:50:00 AM	58.8	55.8

976	12/10/2021	8:50:05 AM	59.2	56.6
977	12/10/2021	8:50:10 AM	59	55.7
978	12/10/2021	8:50:15 AM	58.3	54.8
979	12/10/2021	8:50:20 AM	58.1	55.2
980	12/10/2021	8:50:25 AM	58.7	54.6
981	12/10/2021	8:50:30 AM	59.2	54.7
982	12/10/2021	8:50:35 AM	58.3	54.9
983	12/10/2021	8:50:40 AM	58.3	54.8
984	12/10/2021	8:50:45 AM	58.7	54.7
985	12/10/2021	8:50:50 AM	59	55.9
986	12/10/2021	8:50:55 AM	59.2	56.5
987	12/10/2021	8:51:00 AM	59.9	56
988	12/10/2021	8:51:05 AM	60	56.1
989	12/10/2021	8:51:10 AM	60.2	55.2
990	12/10/2021	8:51:15 AM	59.2	55.4
991	12/10/2021	8:51:20 AM	60	55.2
992	12/10/2021	8:51:25 AM	59.3	54.3
993	12/10/2021	8:51:30 AM	59	53.8
994	12/10/2021	8:51:35 AM	58.8	54.1
995	12/10/2021	8:51:40 AM	59.6	55
996	12/10/2021	8:51:45 AM	59.5	55.9
997	12/10/2021	8:51:50 AM	59.8	55.7
998	12/10/2021	8:51:55 AM	59.5	55.5
999	12/10/2021	8:52:00 AM	60.6	56.5
1000	12/10/2021	8:52:05 AM	60.3	55.3
1001	12/10/2021	8:52:10 AM	59	55.3
1002	12/10/2021	8:52:15 AM	59.6	55.2
1003	12/10/2021	8:52:20 AM	59.6	54.7
1004	12/10/2021	8:52:25 AM	60.2	55.9
1005	12/10/2021	8:52:30 AM	60.2	56.9
1006	12/10/2021	8:52:35 AM	59.1	55.7
1007	12/10/2021	8:52:40 AM	59.9	55.2
1008	12/10/2021	8:52:45 AM	58.7	54.2
1009	12/10/2021	8:52:50 AM	58.4	56.5
1010	12/10/2021	8:52:55 AM	58.9	55.2
1011	12/10/2021	8:53:00 AM	60.6	54.8
1012	12/10/2021	8:53:05 AM	59.3	55.2
1013	12/10/2021	8:53:10 AM	59	57.6
1014	12/10/2021	8:53:15 AM	59.2	55.6
1015	12/10/2021	8:53:20 AM	58.6	56.6
1016	12/10/2021	8:53:25 AM	59	55.6
1017	12/10/2021	8:53:30 AM	59	55.4
1018	12/10/2021	8:53:35 AM	58.2	55.8
1019	12/10/2021	8:53:40 AM	58.2	56.1
1020	12/10/2021	8:53:45 AM	59.3	55.8
1021	12/10/2021	8:53:50 AM	58.7	55.5
1022	12/10/2021	8:53:55 AM	59	55.4

1023	12/10/2021	8:54:00 AM	59.6	55
1024	12/10/2021	8:54:05 AM	59.2	54.5
1025	12/10/2021	8:54:10 AM	58.2	54.8
1026	12/10/2021	8:54:15 AM	59.3	54.3
1027	12/10/2021	8:54:20 AM	58.2	54.2
1028	12/10/2021	8:54:25 AM	58.1	54.6
1029	12/10/2021	8:54:30 AM	58.4	54.9
1030	12/10/2021	8:54:35 AM	58.7	55.6
1031	12/10/2021	8:54:40 AM	58.4	55
1032	12/10/2021	8:54:45 AM	58.2	55.1
1033	12/10/2021	8:54:50 AM	60.6	57.2
1034	12/10/2021	8:54:55 AM	62.9	56.6
1035	12/10/2021	8:55:00 AM	58.8	55.1
1036	12/10/2021	8:55:05 AM	58.1	54.8
1037	12/10/2021	8:55:10 AM	58.9	55.3
1038	12/10/2021	8:55:15 AM	59	57
1039	12/10/2021	8:55:20 AM	59	59
1040	12/10/2021	8:55:25 AM	59	55
1041	12/10/2021	8:55:30 AM	58.7	54.8
1042	12/10/2021	8:55:35 AM	58.7	54.6
1043	12/10/2021	8:55:40 AM	58.9	55
1044	12/10/2021	8:55:45 AM	58.9	53.9
1045	12/10/2021	8:55:50 AM	57.9	54.1
1046	12/10/2021	8:55:55 AM	58.7	55.7
1047	12/10/2021	8:56:00 AM	59.2	
1048	12/10/2021	8:56:05 AM	58.1	
1049	12/10/2021	8:56:10 AM	58.5	
1050	12/10/2021	8:56:15 AM	58.4	
1051	12/10/2021	8:56:20 AM	59	
1052	12/10/2021	8:56:25 AM	58.8	
1053	12/10/2021	8:56:30 AM	58	
1054	12/10/2021	8:56:35 AM	57.4	
1055	12/10/2021	8:56:40 AM	57.2	
1056	12/10/2021	8:56:45 AM	57.6	
1057	12/10/2021	8:56:50 AM	58.2	
1058	12/10/2021	8:56:55 AM	57.8	
1059	12/10/2021	8:57:00 AM	57.1	
1060	12/10/2021	8:57:05 AM	56.6	
1061	12/10/2021	8:57:10 AM	56.8	
1062	12/10/2021	8:57:15 AM	60.3	
1063	12/10/2021	8:57:20 AM	58.4	
1064	12/10/2021	8:57:25 AM	58	
1065	12/10/2021	8:57:30 AM	58.1	
1066	12/10/2021	8:57:35 AM	56.7	
1067	12/10/2021	8:57:40 AM	57.9	
1068	12/10/2021	8:57:45 AM	58.1	
1069	12/10/2021	8:57:50 AM	58.4	

1070	12/10/2021	8:57:55 AM	58.6
1071	12/10/2021	8:58:00 AM	57.7
1072	12/10/2021	8:58:05 AM	57.7
1073	12/10/2021	8:58:10 AM	57.9
1074	12/10/2021	8:58:15 AM	57.8
1075	12/10/2021	8:58:20 AM	57.8
1076	12/10/2021	8:58:25 AM	58.9
1077	12/10/2021	8:58:30 AM	58.6
1078	12/10/2021	8:58:35 AM	58
1079	12/10/2021	8:58:40 AM	58.2
1080	12/10/2021	8:58:45 AM	57.9
1081	12/10/2021	8:58:50 AM	57.9
1082	12/10/2021	8:58:55 AM	57.7
1083	12/10/2021	8:59:00 AM	58.1
1084	12/10/2021	8:59:05 AM	58.3
1085	12/10/2021	8:59:10 AM	57.4
1086	12/10/2021	8:59:15 AM	59.3
1087	12/10/2021	8:59:20 AM	59.5
1088	12/10/2021	8:59:25 AM	58.5
1089	12/10/2021	8:59:30 AM	57.8
1090	12/10/2021	8:59:35 AM	59.2
1091	12/10/2021	8:59:40 AM	58.3
1092	12/10/2021	8:59:45 AM	57.2
1093	12/10/2021	8:59:50 AM	56.9
1094	12/10/2021	8:59:55 AM	57.3

# **ATTACHMENT C**

*Composite  $L_{eq}$  Calculations - Tip  
and Transfer Activities*



Mobile Home Park

Composite 15-minute Leq:  
Minute

1	66.1
	66.1
	66.1
2	66.1
	66.1
	66.1
3	66.1
	66.1
	66.1
4	66.1
	66.1
	66.1
5	66.1
	66.1
	66.1
6	65.3
	65.3
	65.3
7	65.3
	65.3
	65.3
8	62.7
	62.7
	62.7
9	62.7
	62.7
	62.7
10	62.7
	62.7
	62.7
11	62.7
	62.7
	64.8
12	64.8
	64.8
	64.8
13	64.8
	64.8
	64.8
14	64.8
	64.8
	64.8

**65.0**

Composite 5-minute Leq:  
Minute

1	66.1	4049954
	66.1	4049954
	66.1	4049954
2	66.1	4049954
	66.1	4049954
	66.1	4049954
3	66.1	4049954
	66.1	4049954
	66.1	4049954
4	66.1	4049954
	66.1	4049954
	66.1	4049954
5	66.1	4049954
	66.1	4049954
	66.1	4049954

**66.1**

15

64.8

64.8

64.8



# **ATTACHMENT D**

*Composite  $L_{eq}$  Calculations -  
Queueing, Movement and  
Storage Activities*



On-Site

Composite 15-minute Leq (1\* Dirt Dumping plus 1\* Truck Driving, 1\* Dirt Loading):

Minute			
1	60.3	1074913.43	57.4
	60.3	1074913.43	
	60.3	1074913.43	
2	60.3	1074913.43	
	60.3	1074913.43	
	60.3	1074913.43	
3	60.3	1074913.43	
	60.3	1074913.43	
	60.3	1074913.43	
4	60.3	1074913.43	
	60.3	1074913.43	
	60.3	1074913.43	
5	55.5	354606.275	
	55.5	354606.275	
	55.5	354606.275	
6	55.5	354606.275	
	55.5	354606.275	
	55.5	354606.275	
7	55.5	354606.275	
	55.5	354606.275	
	55.5	354606.275	
8	55.5	354606.275	
	55.5	354606.275	
	55.5	354606.275	
9	55.5	354606.275	
	55.5	354606.275	
	55.5	354606.275	
10	55.5	354606.275	
	55.5	354606.275	
	55.5	354606.275	
11	55.5	353052.297	
	55.5	353052.297	
	55.5	353052.297	
12	55.5	353052.297	
	55.5	353052.297	
	55.5	353052.297	
13	55.5	353052.297	
	55.5	353052.297	
	55.5	353052.297	
14	55.5	353052.297	
	55.5	353052.297	
	55.5	353052.297	
15	55.5	353052.297	
	55.5	353052.297	
	55.5	353052.297	

Composite 5-minute Leq (1\* Dirt Dumping plus 1\* Truck Driving):

Minute			
1	60.3	1074913.43	59.7
	60.3	1074913.43	
	60.3	1074913.43	
2	60.3	1074913.43	
	60.3	1074913.43	
	60.3	1074913.43	
3	60.3	1074913.43	
	60.3	1074913.43	
	60.3	1074913.43	
4	60.3	1074913.43	
	60.3	1074913.43	
	60.3	1074913.43	
5	55.5	353052.297	
	55.5	353052.297	
	55.5	353052.297	

