



ADDENDUM No. 1

6521 S. Sepulveda Boulevard Project

Case Number: ENV-2021-4938-SCEA

Project Location: 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue, Los Angeles, CA 90045

Community Plan Area: Westchester-Playa del Rey

Council District: 11 – Traci Park

Project Description: With the exception of the existing Dinah's Family Restaurant building on the Project Site (that will be partially preserved and renovated in place), the both the Approved Project and the Modified Project include demolition and removal of all existing structures from the Project Site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant space fronting Sepulveda Boulevard. The Approved Project included the export of approximately 30,000 cubic yards of soil (requiring approximately 42 daily haul trips), while the Modified Project includes the export of approximately 41,000 cubic yards of soil (requiring approximately 58 daily haul trips), an increase of 11,000 cubic yards and approximately 16 daily haul trips compared to the Approved Project.

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1 INTRODUCTION

This document is an Addendum to the Sustainable Communities Environmental Assessment (SCEA) prepared for the 6521 S. Sepulveda Boulevard Project (Case No. ENV-2024-4938-SCEA) (Project), which was adopted by the City of Los Angeles (City) in 2022. In accordance with the California Environmental Quality Act (CEQA), this Addendum to the SCEA analyzes proposed modifications (the Modified Project) to the Project approved in 2023 (the Approved Project) and demonstrates that the Modified Project does not meet the standards for a Supplemental or Subsequent EIR pursuant to Public Resources Code (PRC), Section 21166 or CEQA Guidelines Section 15162 and 15163.

1.1 BACKGROUND

The City prepared SCEA pursuant to the CEQA for the Project to assess potential environmental impacts of the Project, as described below. The SCEA concluded that with mitigation, all of the Project's environmental impacts would be less than significant. The City adopted the SCEA on September 30, 2022 and approved the Project on May 10, 2023. A Notice of Determination was filed for the Approved Project on May 26, 2023. Subsequent to approval of the Approved Project, foundation design modifications resulted in an increase in the amount of export from approximately 30,000 cubic yards estimated for the Approved Project to approximately 41,000 cubic yards under for the "Modified Project". Both the Approved Project and the Modified Project are discussed further below.

1.2 CEQA AUTHORITY FOR AN ADDENDUM

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified.¹ Specifically, Section 15164(a) of the CEQA Guidelines states that:

The lead agency or 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.

CEQA Guidelines Section 15162 requires the preparation of a Subsequent EIR when an EIR has been certified or a negative declaration [or SCEA] has been adopted for a project and one or more of the following circumstances exist:

- (1) Substantial changes are proposed in the project which, will require major revisions of the previous EIR or negative declaration due [or SCEA] to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

¹ At this time, "CEQA Authority for an Addendum" focuses on potential subsequent analysis to an EIR or Negative Declaration. This section of the PRC and the CEQA Guidelines was drafted prior to the State's adoption of Senate Bill 375 (i.e., The Sustainable Communities and Climate Protection Act of 2008), which allows for preparation of a SCEA instead of an EIR and has not since been revised to indicate that CEQA Authority for an Addendum also applies to a SCEA. As such, the same CEQA procedures under Sections 15162 and 15164 are being applied to a SCEA, notwithstanding the fact they apply to an EIR or Negative Declaration.

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

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Supplemental or Subsequent EIR shall be required by the lead agency or by any responsible agency:

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis in this document, the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts addressed in the Adopted SCEA and do not constitute a new or substantially increased significant impact. Therefore, the modifications resulting from the Modified Project do not meet the criteria for a Supplemental or Subsequent EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162 and 15163.

2 PROJECT DESCRIPTION

2.1 PROJECT SUMMARY

2.1.1 Overview of Approved Project

The Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial/mixed-use building, containing approximately 22,222 square feet of commercial use and 1,778 square feet of restaurant use, an approximately 7,760-square-foot vacant diner (formally Dinah's Family Restaurant), a small locksmith shop, and associated surface parking. With the exception of the existing Dinah's Family Restaurant building on the Project Site (that will be partially preserved and renovated in place) and some existing signage, the Approved Project includes demolition and removal of all existing structures from the Project Site and development of the site with an eight-story, 362-unit multi-family residential building, with approximately 3,700 square feet of ground-floor restaurant space fronting Sepulveda Boulevard. Of the 362 proposed units, 41 will be restricted to Very Low Income households. The proposed new building will total approximately 365,623 square feet, which along with the existing Dinah's Family Restaurant, will result in a floor area ratio (FAR) of 3.85:1, and will reach 96 feet and 4 inches in height as measured to the top of the elevator structure. The Project will retain the historically relevant portions of the Dinah's Family Restaurant building, including its character-defining features and materials. The building will continue to house a restaurant program, and previous alterations, including non-historic blue awnings on the east façade, will be removed. New mechanical, electrical, and plumbing (MEP) systems will be installed in order to minimize the need for obtrusive rooftop equipment. A small portion at the rear of the restaurant building will be removed to make way for the integration of the remainder of the Project. New structural columns will also be installed in the west half of the building, which consists of back-of-house space, to support the section of the new mixed-use building that would cantilever over the back portion of the restaurant. The restaurant's pylon sign nearest the building at the northeast corner along Sepulveda Boulevard will be retained in place. Due to their locations on the Project Site, the other two Dinah's signs will not be retained in their current locations. The bucket sign near the northwest end of the restaurant building has been relocated to Dinah's new location in Culver City. Additionally, the pole sign at the corner of Arizona Avenue and Centinela Avenue will be removed and donated to the Valley Relics Museum. The Approved Project included the export of approximately 30,000 cubic yards of soil.

2.1.2 Modifications to Approved Project

The Modified Project is the same as the Approved Project but with an increase in the amount of export. As stated above, the Approved Project includes the export of approximately 30,000 cubic yards of soil. Since approval of the Project, additional calculations due to foundation design changes show that the export amount is approximately 41,000 cubic yards of soil. The extent of the grading phase for both the Approved Project and the Modified Project is 134 days, and the estimated distance to a receptor site (approximately 40 miles) has not changed. The Modified Project will result in approximately 58 haul trips per day (assuming a 50 percent soil swell factor),

whereas the Approved Project would have resulted in approximately 42 haul trips per day (assuming a 50 percent soil swell factor). As with the Approved Project, the Modified Project will implement a Construction Staging and Traffic Management Plan (CSTMP) as required by LADOT

2.2 ENVIRONMENTAL SETTING

2.2.1 Project Location

The 96,030-square-foot (2.205-acre) Project Site is located at 6501-6521 S. Sepulveda Boulevard and 6502-6520 S. Arizona Avenue in the Westchester-Playa del Rey Community Plan area of the City. The Assessor Parcel Numbers (APNs) for the Project Site are 4110-001-006, 4110-001-007, and 4110-001-024. The Project Site is bounded by an undeveloped parcel and Centinela Avenue to the north, a surface parking lot associated with a residential use (formerly a hotel) to the south, Arizona Avenue to the west, and Sepulveda Boulevard to the east.

2.2.2 Existing Conditions

The northern portion of the Project Site is currently improved with a single-story, multi-tenant commercial plaza and a single-story, multi-tenant industrial/mixed-use building containing a total of approximately 22,222 square feet of commercial space and 1,778 square feet of restaurant space, as well as a small locksmith shop, all with associated surface parking. The southern portion of the site is improved with a vacant approximately 7,760-square-foot diner (formerly Dinah's Family Restaurant) and associated surface parking.

2.2.3 Surrounding Land Uses

The greater Project Site area is highly urbanized with surrounding parcels consisting of a variety of mid- to high-intensity commercial, industrial, and residential uses. To the south, parcels fronting Sepulveda Boulevard are similarly zoned and designated C4-1 and General Commercial, respectively. The lot abutting the Project Site to the south is improved with a four-story affordable housing community (formerly a 133-unit hotel) with associated surface parking. Continuing south along the westerly Sepulveda Boulevard frontage is a four-story warehouse building (Public Storage); an eight-story (91 feet tall), 180-unit multi-family residential building; and a five-story (92 feet tall), 176-unit multi-family residential building (currently under construction). To the east across Sepulveda Boulevard, lots are zoned C2-1 (Commercial Zone, Height District 1), with a General Plan land use designation of Regional Commercial. The northern portion of these lots is improved with an approximately nine-story (150 feet tall) office building, and the southern portion of these lots is improved with the Howard Hughes Center. To the west across Arizona Avenue, lots are zoned [Q]M1-1VL (Qualified Condition, Limited Industrial Zone, Height District 1), with a General Plan land use designation of Limited Industrial. The area to the west of the Project Site is predominantly characterized by single-story industrial and commercial buildings occupied by a wide array of uses, such as office, creative office, medical office, warehouse/storage, and restaurant, as well as expansive surface parking. To the north, the Project Site abuts an unimproved lot in the City of Culver City that is zoned and designated for transportation infrastructure purposes.

2.3 REQUESTED PERMITS AND APPROVALS

The purpose of this Addendum is to satisfy the requirements for a Haul Route Permit, which was identified as a needed approval in the SCEA for the Approved Project. No additional permits or approvals beyond those already identified in the Adopted SCEA for the Approved Project are needed for the Modified Project.

2.4 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

- None

3 ENVIRONMENTAL IMPACT ANALYSIS

As stated previously, the only change in the Approved Project is an increase in the amount of soil export from approximately 30,000 cubic yards to approximately 41,000 cubic yards and increase in daily haul trips from 42 to 58. No other aspects of the Approved Project have changed. Thus, this Addendum focuses on the increase in soil export that would affect the following impact areas: construction-related Air Quality and Noise.

A Modified Environmental Checklist Form was used to compare the anticipated environmental effects of the Modified Project associated with construction-related Air Quality and Noise with those effects disclosed in the Adopted SCEA and to review whether any of the conditions set forth in CEQA Guidelines Section 15162 and PRC Section 21166, requiring preparation of a Supplemental or Subsequent EIR, have been triggered.

The checklist and evaluation below provides the following information for construction-related Air Quality and Noise environmental impact categories:

1 IMPACT DETERMINATION IN THE ADOPTED SCEA

This section lists the impact determination made in the Adopted SCEA for construction-related Air Quality and Noise impact categories.

2 DO PROPOSED CHANGES INVOLVE NEW SIGNIFICANT IMPACTS OR SUBSTANTIALLY MORE SEVERE IMPACTS?

Pursuant to CEQA Guidelines Section 15162(a)(1) , this section indicates whether the Modified Project would result in new significant impacts associated with construction-related Air Quality and Noise that have not already been considered and mitigated by the prior environmental review or would result in a substantial increase in the severity of a previously identified impact.

3 ANY NEW CIRCUMSTANCES INVOLVING NEW IMPACTS OR SUBSTANTIALLY MORE SEVERE IMPACTS?

Pursuant to CEQA Guidelines Section 15162(a)(2), this section indicates whether there have been changes to the Project Site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the prior environmental documents, which would result in the Modified Project having new significant environmental impacts associated with construction-related Air Quality and Noise that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

4 ANY NEW INFORMATION REQUIRING NEW ANALYSIS OR VERIFICATION?

Pursuant to CEQA Guidelines Section 15162(a)(3)(A-D), this section indicates whether 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 environmental

documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions associated with construction-related Air Quality and Noise and mitigations remain valid. If the new information shows that:

- (A) The project will have one or more significant effects not discussed in the prior environmental documents;
- (B) Significant effects previously examined will be substantially more severe than shown in the prior environmental documents;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative;

then the question would be answered “Yes,” requiring the preparation of a Supplemental or Subsequent EIR. However, if the additional analysis completed as part of this environmental review finds that the conclusions of the prior environmental documents remain unchanged and no new significant impacts associated construction-related Air Quality and Noise are identified, or identified environmental impacts are not found to be more severe, or there are no additional mitigation measures now available or feasible but declined for adoption by the project proponent, then the question would be answered “No,” and no Supplemental or Subsequent EIR is required. New studies completed as part of this environmental review are attached to this Addendum or are on file with the Planning Department.

5 MITIGATION MEASURES ADDRESSING IMPACTS

Pursuant to CEQA Guidelines Section 15162(a)(3), this section indicates whether the prior environmental document provides mitigation measures to address effects in the related impact category. If so, a “Yes” response will be provided. In some cases, the previously adopted mitigation measures have already been implemented or are not applicable to the Modified Project, or a significant impact was not identified and mitigation was not required. In either instance, a “No” response will be indicated.

6 CONCLUSION

A discussion of the conclusions relating to the analysis of construction-related Air Quality and Noise is provided.

3.1 AIR QUALITY

Issues (and Supporting Information Sources)	Impact Determination in the Adopted SCEA	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Adopted SCEA's Mitigation Measures Addressing Impacts
AIR QUALITY: 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?	No Impact	No	No	No	No
(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact	No	No	No	No
(c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact	No	No	No	No
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact	No	No	No	No

3.1.1 Impact Determination in the Adopted SCEA

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

Approved Project

In the City, consistency of a project with the applicable air quality management plan (AQMP) is primarily based on whether the project’s population, housing, and employment would fall within population, housing, and employment forecast of projections of the Southern California Association of Governments’ (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Adopted SCEA concluded that the Approved Project’s population, housing, and employment have been accounted for in SCAG’s RTP/SCS and the South Coast Air Quality Management District’s (SCAQMD) AQMP, and no impacts related to this issue will occur as a result of the Approved Project.

Modified Project

The Modified Project includes an increase in the amount of soil export and will not affect the amount of population, housing, and employment generated by the Project. Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

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

Approved Project

The Adopted SCEA concluded that the Approved Project will not generate construction-related emissions in excess of SCAQMD’s significance thresholds, and construction-related air quality impacts were found to be less than significant.

Modified Project

As outlined in Table 1, the Modified Project also will not generate construction-related emissions in excess of SCAQMD’s significance thresholds. Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

**Table 1
Maximum Regional and Localized Daily Grading Emissions**

	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Regional Emissions						
Grading	1.22	19.6	15.6	0.07	3.28	1.2
Regional Daily Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Localized Emissions						
Grading	1.08	10.1	11.6	0.02	0.89	0.48
Localized Significance Threshold	-	103	562	-	4	3
Exceed Threshold?	-	No	No	-	No	No
<i>Source: NTEC, 2024.</i>						

- (c) **Would the Project expose sensitive receptors to substantial pollutant concentrations?**

Approved Project

The Adopted SCEA concluded that Approved Project’s construction-related particulate matter (PM) emissions will not exceed SCAQMD’s significance thresholds, and as a result, the Approved Project will not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts related to this issue were found to be less than significant.

Modified Project

As shown in Table 1, the Modified Project would not generate construction-related PM emissions in excess of SCAQMD’s significance thresholds. Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

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

Approved Project

The Adopted SCEA concluded that the Approved Project's construction phase, some of the diesel-engine-operated construction equipment could generate odor emissions. However, these emissions will be intermittent and temporary and would relatively quickly disperse into the atmosphere. Thus, the Approved Project's construction phase will not produce odor emissions that would affect a substantial number of people. Therefore, impacts related to this issue were found to be less than significant.

Modified Project

The increase in the amount of soil export will not extend the grading phase, and as such, the increase in export will not require any different or additional diesel-engine-operated construction equipment and will not adversely affect a substantial number of people. Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

3.1.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The Modified Project will not involve new significant impacts and will not increase the severity of any significant impacts identified in the Adopted SCEA.

3.1.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

There are no new circumstances associated with the Modified Project that will create a new or increased significant impact.

3.1.4 Any New Information Requiring New Analysis or Verification?

There is no new information requiring new analysis or verification.

3.1.5 SCEA's Mitigation Measures Addressing Impact

No mitigation measures were required.

3.1.6 Conclusion

The Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA. Therefore, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent EIR.

3.2 NOISE

Issues (and Supporting Information Sources)	Impact Determination in the Adopted SCEA	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Adopted SCEA's Mitigation Measures Addressing Impacts
NOISE: Would the project result in:					
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant With Mitigation Incorporated	No	No	No	Yes
(b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant With Mitigation Incorporated	No	No	No	Yes
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No	No	No	No

3.2.1 Impact Determination in the Adopted SCEA

- (a) ***Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Approved Project

The Adopted SCEA concluded that the Approved Project's excavation activities could produce temporary noise levels in excess of the City's significance threshold, but implementation of Mitigation Measure NOISE-1 will reduce these noise levels to below the significance threshold. Therefore, with mitigation, construction-related noise impacts associated with the Approved Project's excavation activities will be less than significant.

Additionally, the Adopted SCEA concluded that hauling (export) activities conservatively will generate up to 29 round trips per workday and will not generate noise levels in excess of the City's significance thresholds. No significant impacts were identified.

Modified Project

The Modified Project includes an increase in the amount of excavation and soil export from approximately 30,000 cubic yards to approximately 41,000 cubic yards. Despite this increase, the maximum day construction scenario under the Modified Project will be the same as for the Approved Project, and the Modified Project's excavation activities will not generate noise levels higher than identified for the Approved Project. As with the Approved

Project, implementation of Mitigation Measure NOISE-1 will reduce these noise levels to below the applicable significance threshold.

Additionally, the Modified Project will result in the same number of maximum export daily round trips as the Approved Project and also will not generate noise levels in excess of the City's significance thresholds.

Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

(b) *Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?*

Approved Project

The Adopted SCEA concluded that the Approved Project's construction-related activities (including excavation) could expose Dinah's Family Restaurant to vibration levels in excess of the City's significance threshold. However, implementation of Mitigation Measure NOISE-2 will reduce the vibration level to below the significance threshold. Therefore, with mitigation, construction-related vibration impacts associated with the Approved Project's excavation activities will be less than significant.

Modified Project

The Modified Project includes an increase in the amount of excavation at the site from approximately 30,000 cubic yards to approximately 41,000 cubic yards. Despite this increase, the maximum day construction scenario under the Modified Project will be the same as for the Approved Project, and the Modified Project's excavation activities will not generate vibration levels higher than identified for the Approved Project. As with the Approved Project, implementation of Mitigation Measure NOISE-2 will reduce these vibration levels to below the applicable significance threshold.

Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

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

Approved Project

The Adopted SCEA concluded that Project Site is not located within this airport's influence area, its land use plan, or its 65 dB CNEL contour zone, and the Approved Project will not expose people residing or working in the project area to excessive noise levels from aircraft. No impacts related to this issue were identified.

Modified Project

The change in the amount of excavation/export does not change the location of the Project Site. Therefore, the Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA.

3.2.2 Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

The Modified Project will not involve new significant impacts and will not increase the severity of any significant impacts identified in the Adopted SCEA.

3.2.3 Any New Circumstances Involving New Significant Impact or Substantially More Severe Impacts?

There are no new circumstances associated with the Modified Project that will create a new or increased significant impact.

3.2.4 Any New Information Requiring New Analysis or Verification?

There is no new information requiring new analysis or verification.

3.2.5 SCEA's Mitigation Measures Addressing Impact

No mitigation measures were required.

3.2.6 Conclusion

The Modified Project will not result in new or increased significant impacts beyond those already identified in the Adopted SCEA. Therefore, the Modified Project would not result in any of the conditions set forth in PRC Section 21166(c) or CEQA Guidelines Sections 15162 or 15163 that would require the preparation of a Supplemental or Subsequent EIR.

3.3 ADDENDUM CONCLUSION

As demonstrated by the discussion above, impacts associated with the Modified Project would be substantially similar to the impacts addressed in the Adopted SCEA. No substantial changes would occur with respect to the circumstances under which the Modified Project is undertaken that will require major revisions of the Adopted SCEA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no new information of substantial importance has become available relative to any of the environmental topic categories that would result in new or more severe significant environmental impacts. In addition, the applicable mitigation measures included as part of the Adopted SCEA would continue to be implemented under the Modified Project. As all of the impacts of the Modified Project would be within the envelope of impacts analyzed in the Adopted SCEA, none of the conditions described in PRC Section 21166 and CEQA Guidelines Sections 15162 and 15163 requiring a Supplemental or Subsequent EIR would occur. Additionally, there are no known mitigation measures that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Adopted SCEA. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Adopted SCEA. As such, the preparation of an addendum that amends the Project Description in the Adopted SCEA to include the Modified Project is appropriate and fully complies with the requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164.

APPENDIX

Sepulveda Centinela Grading - July 2024 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Sepulveda Centinela Grading - July 2024
Construction Start Date	1/1/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	8.20
Location	33.9805040802852, -118.39501689767917
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4432
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Other Non-Asphalt Surfaces	2.04	Acre	2.04	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.88	1.22	19.2	15.6	0.07	0.57	2.70	3.28	0.53	0.67	1.20	—	10,342	10,342	0.50	1.27	19.2	10,751
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.88	1.21	19.6	15.5	0.07	0.57	2.70	3.28	0.53	0.67	1.20	—	10,336	10,336	0.50	1.27	0.50	10,727
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.69	0.45	7.23	5.69	0.03	0.21	0.99	1.20	0.20	0.24	0.44	—	3,795	3,795	0.18	0.47	3.03	3,941
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.08	1.32	1.04	< 0.005	0.04	0.18	0.22	0.04	0.04	0.08	—	628	628	0.03	0.08	0.50	653

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.88	1.22	19.2	15.6	0.07	0.57	2.70	3.28	0.53	0.67	1.20	—	10,342	10,342	0.50	1.27	19.2	10,751

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.88	1.21	19.6	15.5	0.07	0.57	2.70	3.28	0.53	0.67	1.20	—	10,336	10,336	0.50	1.27	0.50	10,727
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.69	0.45	7.23	5.69	0.03	0.21	0.99	1.20	0.20	0.24	0.44	—	3,795	3,795	0.18	0.47	3.03	3,941
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.08	1.32	1.04	< 0.005	0.04	0.18	0.22	0.04	0.04	0.08	—	628	628	0.03	0.08	0.50	653

3. Construction Emissions Details

3.1. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.08	10.1	11.6	0.02	0.47	—	0.47	0.43	—	0.43	—	2,266	2,266	0.09	0.02	—	2,274
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sepulveda Centinela Grading - July 2024 Detailed Report, 7/16/2024

Off-Road Equipm	1.29	1.08	10.1	11.6	0.02	0.47	—	0.47	0.43	—	0.43	—	2,266	2,266	0.09	0.02	—	2,274
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	0.40	3.71	4.27	0.01	0.17	—	0.17	0.16	—	0.16	—	832	832	0.03	0.01	—	835
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.68	0.78	< 0.005	0.03	—	0.03	0.03	—	0.03	—	138	138	0.01	< 0.005	—	138
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.54	0.09	9.05	3.22	0.05	0.10	2.15	2.25	0.10	0.59	0.69	—	7,938	7,938	0.40	1.24	18.7	8,337
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.54	0.08	9.39	3.24	0.05	0.10	2.15	2.25	0.10	0.59	0.69	—	7,939	7,939	0.40	1.24	0.48	8,320
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.8	48.8	< 0.005	< 0.005	0.08	49.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	0.03	3.50	1.19	0.02	0.04	0.79	0.82	0.04	0.22	0.25	—	2,914	2,914	0.15	0.46	2.95	3,057
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.08	8.08	< 0.005	< 0.005	0.01	8.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.64	0.22	< 0.005	0.01	0.14	0.15	0.01	0.04	0.05	—	482	482	0.02	0.08	0.49	506

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Grading	Grading	1/1/2025	7/7/2025	5.00	134	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	158	0.38
Grading	Crawler Tractors	Diesel	Average	1.00	8.00	212	0.43

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	58.0	40.0	HHDT
Grading	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
------------	--	--	--	--	-----------------------------

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	—	41,000	134	0.00	—

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Non-Asphalt Surfaces	2.04	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.27	annual days of extreme heat
Extreme Precipitation	5.20	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

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

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

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

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

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	35.2
AQ-PM	71.4
AQ-DPM	56.0
Drinking Water	52.7
Lead Risk Housing	58.3
Pesticides	0.00
Toxic Releases	83.3
Traffic	76.9
Effect Indicators	—
CleanUp Sites	58.2
Groundwater	94.2
Haz Waste Facilities/Generators	78.1
Impaired Water Bodies	0.00
Solid Waste	22.1
Sensitive Population	—
Asthma	16.4

Cardio-vascular	38.3
Low Birth Weights	16.8
Socioeconomic Factor Indicators	—
Education	0.62
Housing	35.3
Linguistic	15.6
Poverty	4.40
Unemployment	59.4

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	91.89015783
Employed	89.79853715
Median HI	91.38970871
Education	—
Bachelor's or higher	91.47953291
High school enrollment	100
Preschool enrollment	90.08084178
Transportation	—
Auto Access	43.87270627
Active commuting	40.34389837
Social	—
2-parent households	91.47953291
Voting	58.73219556
Neighborhood	—
Alcohol availability	46.50327217

Park access	39.02219941
Retail density	42.07622225
Supermarket access	78.03156679
Tree canopy	68.89516233
Housing	—
Homeownership	86.4750417
Housing habitability	84.87103811
Low-inc homeowner severe housing cost burden	61.74772231
Low-inc renter severe housing cost burden	54.20248941
Uncrowded housing	88.2586937
Health Outcomes	—
Insured adults	86.94982677
Arthritis	30.2
Asthma ER Admissions	59.4
High Blood Pressure	25.9
Cancer (excluding skin)	8.0
Asthma	91.1
Coronary Heart Disease	34.0
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	72.3
Life Expectancy at Birth	69.6
Cognitively Disabled	68.5
Physically Disabled	60.6
Heart Attack ER Admissions	41.3
Mental Health Not Good	92.6
Chronic Kidney Disease	55.3
Obesity	83.0
Pedestrian Injuries	69.8

Physical Health Not Good	82.3
Stroke	58.2
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	93.3
No Leisure Time for Physical Activity	91.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	43.1
Elderly	8.1
English Speaking	70.2
Foreign-born	28.0
Outdoor Workers	69.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	46.5
Traffic Density	81.7
Traffic Access	71.1
Other Indices	—
Hardship	8.0
Other Decision Support	—
2016 Voting	62.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	27.0
Healthy Places Index Score for Project Location (b)	92.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Grading phase length increased proportionally to account for additional export (30,000CY to 41,000CY).
Construction: Off-Road Equipment	Grading would utilize similar equipment as previously identified. "Excavator" and "Crawler Tractor" HP was modified to reflect CalEEMod 2020 defaults, which are substantially greater than CalEEMod 2022 defaults and more accurately represent the project's anticipated models.
Construction: Trips and VMT	Haul trips increased approximately 50% to conservatively account for a 50% swell factor for exported soils.