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

Categorical Exemption

1332 N. Fairfax Avenue

Case Number: ENV-2023-5117-CE

Project Location: 1332 North Fairfax Avenue, Los Angeles, CA 90046

Community Plan Area: Hollywood

Council District: 13 – Hugo Soto-Martinez

Project Description: The Project includes demolition and removal of the existing one-story single-family dwelling, detached garage, and related improvements from the Project Site and as a Density Bonus/Affordable Housing Incentive Program project utilizing Assembly Bill (AB) 1763 and AB 2345, development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units – 1 dwelling unit would be a manager unit, 20 dwelling units would be set aside for Low Income households, and 5 dwelling units would be set aside for Moderate Income households. The building would be four stories, reaching a maximum building height of 45 feet. Construction of the Project would occur over approximately 17 months and would require the approximate export of 1,546 cubic yards of vegetation. As a Density Bonus Project, automobile parking, bicycle parking, or open space are not proposed as part of the Project. There are seven non-protected trees on the Project Site and one non-protected street tree adjacent to the Project Site. The Project includes the removal of the seven on-site trees and the retention of the street tree, although it is conservatively assumed that this street tree could be removed. All removed trees would be replaced in accordance with City Planning's 1:1 ratio for on-site trees and Urban Forestry's replacement requirement in accordance with Los Angeles Municipal Code (LAMC) Sections 62.169 and 62.170 and their applicable findings. The Project would include seven 24-inch box trees.

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

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October 2023

CATEGORICAL EXEMPTION

1332 N. FAIRFAX AVENUE

OCTOBER 2023

PROJECT DESCRIPTION

Existing Conditions

The 0.15-acre (6,545.2-square-foot) Project Site is located at 1332 North Fairfax Avenue in the Hollywood Community Plan area of the City of Los Angeles (City). The Project Site's Assessor Parcel Number (APN) is 5510-027-006. The Project Site is bounded by Fairfax Avenue on the west, multi-family residential uses on the north and south, and single-family to the east. The site is currently developed with a vacant single-family structure, a garage, a concrete driveway, and landscaped areas. Additionally, there are seven trees located on the Project Site and one street tree located within the right-of-way adjacent to the Project Site.[1] None of these trees are considered protected trees as defined by the City.[2]

On-Site Trees

- 2 tree of heaven (*Ailanthus altissima*)
- 1 fig tree (*Ficus carica*)
- 1 sumac tree (*Rhus glabra*)
- 1 lemon tree (*Citrus x limon*)
- 1 Mexican fan palm (*Washingtonia robusta*)
- 1 umbrella tree (*Schefflera aboricola)*

Street Tree

- 1 fern pine (*Agrocarpus gracilior*)

Land uses within the greater Project Site area largely include residential with a mix of residential and commercial along Sunset Boulevard located approximately 1,000 feet to the north and along Fountain Avenue located approximately 300 feet to the south. Both Sunset Boulevard and Fountain Avenue provide local access to the Project Site. Regional access to the site is provided by US 101 located approximately 2.75 miles to the east. The Project Site is zoned R1-1 (One-

[1] *Arborist Report, LA Arbor Care, June 7, 2023. Refer to Appendix A.*

[2] *Protected trees and shrubs as defined by the City include oak trees (Quercus spp.) and Southern California black walnut trees (Juglans californica), western sycamore trees (Platanus racemosa), California bay trees (Umbellularia californica), Mexican elderberry shrubs (Sambucus mexicana), and toyon (Heteromeles arbutifolia). It should be noted that a Mexican elderberry can also be considered a small tree and is presented as a tree in this Project Description.*

Family Zone), with a General Plan land use designation of Low Medium II Residential. Additionally, the Project Site is located within the boundaries of ZI-2462 (Modifications to SF Zones and SF Zone Hillside Area Regulations) and ZI-2452 (Transit Priority Area in the City of Los Angeles).

Project Characteristics

The Project includes demolition and removal of all existing improvements from the Project Site and as a Density Bonus/Affordable Housing Incentive Program project utilizing Assembly Bill (AB) 1763 and AB 2345, development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units – 1 dwelling unit would be a manager unit, 20 dwelling units would be set aside for Low Income households, and 5 dwelling units would be set aside for Moderate Income households. The building would be four stories, reaching a maximum building height of 45 feet. The mix of dwelling units is shown in Table 1.

Table 1
Unit Mix

Unit Type	Amount
1-Bedroom	21 units
2-Bedroom	5 units
Total	**26 units**
Source: GA Engineering Inc., August 1, 2023.	

Vehicle Parking

In accordance with Assembly Bill 2097, the Project does not include vehicle parking given that the Project is 100 percent affordable, helps to meet the City's housing needs, and is located within 0.5 miles of a major transit stop, which is located at the intersection of Sunset Boulevard and Fairfax Avenue.

Bicycle Parking

As a Density Bonus/Affordable Housing Incentive Program project utilizing AB 1763 and AB 2345, the Project is allowed various incentives and waivers. As discussed later under subheading "Discretionary Approvals," the Applicant is opting for a 100 percent reduction in bicycle parking as one of the allowed incentives.

Open Space

As a Density Bonus/Affordable Housing Incentive Program project utilizing AB 1763 and AB 2345 and as discussed later under subheading "Discretionary Approvals," the Applicant is opting for a 100 percent reduction in open space as one of the allowed incentives.

Tree Removal/Replacement

As discussed previously, there are seven onsite trees and one street tree located adjacent to the Project Site. The Project includes the removal of the seven on-site trees and the retention of the street tree, although it is conservatively assumed that this street tree could be removed. All

removed trees would be replaced in accordance with City Planning's 1:1 ratio for on-site trees and Urban Forestry's replacement requirement in accordance with Los Angeles Municipal Code (LAMC) Sections 62.169 and 62.170 and their applicable findings. Additionally, the Project would include seven landscape trees.

Construction Schedule

The Project's estimated construction schedule is shown in Table 2. Construction of the Project would occur over approximately 17 months.

Table 2
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1 (one week)	Removal of 1,462 square feet of building floor area hauled 40 miles to landfill in 10-cubic-yard capacity trucks.
Site Preparation	Month 1 (one week)	Grubbing and removal of 1,546 square feet of vegetation.
Grading	Month 2	Fine grading with a balance of cut and fill.
Trenching	Month 3	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-16	Footings and foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Month 17	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

Discretionary Entitlements

To allow for development of the Project, the Applicant is seeking the following discretionary approvals from the City:

1) Pursuant to California Government Code Section 65915

    a. Exemption of the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop.

    b. Housing development to receive a height increase of up to 3 additional stories of 33 feet.

    c. Housing development to receive up to 4 incentives or concessions if located within 0.5 miles of a major transit stop.

        i. First Incentive: 100 percent reduction in the Open Space requirement.

        ii. Second Incentive: 100 percent reduction in the Bicycle Parking requirement.

iii. Third Incentive: Reduction in the northerly side yard setback of 5 feet in lieu of the required 7 feet.

iv. Fourth Incentive: Increase in floor area ratio (FAR) to 2.032:1 in lieu of the required 0.45:1.

2) Pursuant to California Government Code Section 65915 and LAMC Section 12.22.A.25(g)(3)

a. Waiver of Development Standards: Waiver of the Required Encroachment Plane.

b. Waiver of Development Standards: R1 Zone Side Wall Plane Break

c. Waiver of Development Standards: Reduction in the southerly side yard to 5 feet in lieu of the required 7 feet.

d. Waiver of Development Standards: Building Line Reduction from 15 feet to 10 feet.

Pursuant to various sections of the LAMC and other City requirements, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to demolition, shoring, grading, foundation, haul route, and building and tenant improvements.

CATEGORICAL EXEMPTION

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act [CEQA]), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects that have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2 of the CEQA Guidelines.

15332. In-Fill Development Projects.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

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

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

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

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

***Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.*

15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may

impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

Discussion of Section 15332(a)

The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

General Plan

Table 3 includes a discussion of the Project's consistency with the applicable objectives and policies of the City's General Plan. As noted, the Project would be substantially consistent with these plans.

Table 3
Consistency with the General Plan

Objective/Policy	Project Consistency Analysis
Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	**Consistent:** The Project includes development of the Project Site with 26 dwelling units inclusive of 20 dwelling units set aside for Low Income households and 5 dwelling units set aside for Moderate Income households, helping to meet the City's housing needs.
Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs	**Consistent:** The Project would provide 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households under covenant. These units would continue to be available to the surrounding community for 55 years, resulting in a net gain of affordable housing for the City.
Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.	**Consistent:** Although this policy is directed toward the City, the Project would provide 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households under covenant.
Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.	**Consistent:** The Project would provide 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households. The Project would provide for an increase in housing stock near eligible transit, which would incentivize the production of transit-oriented development near a high-traffic, automobile dependent corridor.
Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.	**Consistent:** The Project would yield a net gain of 26 residential units, with 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households, thereby increasing the housing stock of affordable units for the City.
Objective 2.3: Preserve, conserve and improve the quality of housing.	**Consistent:** The Project Site would yield an addition of 26 residential dwelling units, including 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households, thereby providing an opportunity for high-quality housing development.
Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	**Consistent:** The Project, with the use of high-quality materials and an aesthetically integrated façade, would assimilate cohesively and optimally amongst the surrounding neighborhood. The Project would provide the opportunity for living space that bolsters resident well-being and quality of life, no matter race or economic status.
Policy 3.1.5: Develop and implement environmentally sustainable urban design	**Consistent:** The Project would be required by the City to comply with the City's Green

Table 3
Consistency with the General Plan

Objective/Policy	Project Consistency Analysis
standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.	Building Code, which incorporates various environmentally sustainable urban design standards, such as those related to landscaping, the solar reflectance of hardscape and roofing material, use of paints and other construction materials with low-volatile organic compounds (VOCs) content, etc. Additionally, the Project would feature a design that would activate the streetscape by bolstering visual interest and promoting the walkability of the neighborhood at large.
Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space and other amenities.	**Consistent:** To allow for construction of the Project as a 100 percent affordable housing development pursuant to LAMC Section 12.22 A.25 and as allowed, the Applicant is requesting a 100 percent reduction in the open space requirement. This incentive balances the affordability of the Project with the reduction in open space.
Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.	**Consistent:** The Project Site would yield an addition of 26 residential dwelling units, including 20 dwelling units to be set aside for Low Income households and 5 dwelling units set aside for Moderate Income households. This provision of affordable units is made possible due to the proximity of high-quality transit. Thus, the Project facilitates shorter commutes, reduced greenhouse gas emissions, and a transit friendly community.

Zoning

The Project is proposed as a Density Bonus/Affordable Housing Incentive Program project utilizing AB 1763 and AB 2345 and pursuant to LAMC Section 12.22 A.25 and is allowed various incentives and waivers. As such, the Applicant is requesting the following incentives and waivers to allow for construction of the Project as a 100 percent affordable housing development:

1) Pursuant to California Government Code Section 65915

    a. Exemption of the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop.

    b. Housing development to receive a height increase of up to 3 additional stories of 33 feet.

    c. Housing development to receive up to 4 incentives or concessions if located within 0.5 miles of a major transit stop.

i. First Incentive: 100 percent reduction in the Open Space requirement.

ii. Second Incentive: 100 percent reduction in the Bicycle Parking requirement.

iii. Third Incentive: Reduction in the northerly side yard setback of 5 feet in lieu of the required 7 feet.

iv. Fourth Incentive: Increase in floor area ratio (FAR) to 2.032:1 in lieu of the required 0.45:1.

2) Pursuant to California Government Code Section 65915 and LAMC Section 12.22.A.25(g)(3)

a. Waiver of Development Standards: Waiver of the Required Encroachment Plane.

b. Waiver of Development Standards: R1 Zone Side Wall Plane Break

c. Waiver of Development Standards: Reduction in the southerly side yard to 5 feet in lieu of the required 7 feet.

d. Waiver of Development Standards: Building Line Reduction from 15 feet to 10 feet.

All other aspects of the Project would comply with the LAMC. Thus, the Project is consistent with the zoning for the Project Site.

Discussion of Section 15332(b)

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

The 0.15-acre Project Site is located in an urbanized area of the City. The Project Site is bounded by Fairfax Avenue on the west, multi-family residential uses on the north and south, and single-family to the east. The site is currently developed with a vacant single-family structure, a garage, a concrete driveway, and landscaped areas. Land uses within the greater Project Site area largely include residential with a mix of residential and commercial along Sunset Boulevard located approximately 1,000 feet to the north and along Fountain Avenue located approximately 300 feet to the south. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

Discussion of Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

The Project Site is located in an urbanized area of the City and is currently developed with a single-family structure, garage, a concrete driveway, and areas landscaped with ornamental plants. The Project Site is bounded by Fairfax Avenue on the west, multi-family residential uses on the north and south, and a single-family east. Land uses within the greater Project Site area

largely include residential with a mix of residential and commercial along Sunset Boulevard located approximately 1,000 feet to the north and along Fountain Avenue located approximately 300 feet to the south. There are no special-status plant species, wetlands, riparian habitat, or other sensitive habitat on the Project Site. Thus, the Project would not affect endangered, rare, or threatened species.

Discussion of Section 15332(d)

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

TRAFFIC

A *VMT Screening Analysis* was prepared for the Project by KOA Corporation, dated August 9, 2023 (refer to Appendix B). This analysis was approved by the Los Angeles Department of Transportation (LADOT) on August 30, 2023 (refer to Appendix B).

Transportation Assessment Screening Criteria

In July 2019, LADOT updated the City's *Transportation Assessment Guidelines* (TAG) to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* and shifted the performance metric for evaluating transportation impacts under CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. The TAG was updated in July 2020, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. A trip generation assessment was conducted for the Project to determine if the Project would generate 250 or more net daily vehicle trips, thereby requiring the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*

2. *The land use project would generate a net increase in daily VMT.*

Project Trip Generation Assessment

Along with the updated TAG, LADOT developed the VMT Calculator Version 1.4 v143 (VMT Calculator). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the *Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model*.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land-use project's characteristics. For the Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are included in Attachment 3 of the *VMT Screening Analysis* in Appendix B to this Categorical Exemption.

Table 4 provides the weekday peak-hour trip generation summary for the Project. These potential trips were calculated using the trip generation rates and directional distributions provided in the latest versions of the LADOT Transportation Assessment Guidelines (August 2022) and the ITE Trip Generation Manual (11th Edition, 2021). The trip rates and directional distributions from the LADOT for affordable housing projects inside Transit Priority Areas were applied for "Family" type housing to develop baseline vehicle trip estimates for the proposed affordable housing Project land use component. The rates are based on locally collected empirical data and tailored to the City. Trip generation rates and directional distributions from the ITE manual were applied for Land Use Code 221 (Multifamily Housing [Mid-Rise]) to develop the baseline vehicle trip estimates for the Project manager unit. Trip generation rates and directional distributions from the ITE were also applied for Land Use Code 210 (Single-Family Detached Housing) to develop baseline vehicle trip estimates for the existing land use. As the trip rates from the ITE are based on samples from a General Urban/Suburban setting, they do not account for such trip-reducing factors as significant transit usage or walk trip potential. As a conservative measure, no trip-reducing factors were applied in the Project's weekday peak-hour trip-generation calculations.

Table 4
Project Weekday Peak-Hour Trip Generation Summary

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates								
Affordable Housing – Family (Inside TPA)	NA	1 DU	37%	63%	0.49	56%	44%	0.35
Multifamily Housing (Mid-rise)	221	1 DU	23%	77%	0.37	61%	39%	0.39
Trip Generation Summary								
Description		**Size**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Uses								
Affordable Housing – Family (Inside TPA)		25 DU	4	8	12	5	4	9
Multifamily Housing (Mid-Rise)		1 DU	0	0	0	0	0	0
Transit/Walk Adjustment			0	0	0	0	0	0
Total Project Trips			**4**	**8**	**12**	**5**	**4**	**9**
Existing Use								
Single-Family Detached Housing		1 DU	0	1	1	1	0	1
Transit/Walk Adjustment			0	0	0	0	0	0
Total Existing Trips			**0**	**1**	**1**	**1**	**0**	**1**
NET PROJECT TRIPS			**4**	**7**	**11**	**4**	**4**	**8**

DU = dwelling unit

Source: KOA Corporation, August 9, 2023. Refer to Appendix B.

As shown in Table 4, based on the ITE and LADOT trip rates, the Project would generate 11 net vehicle trips during the AM peak hour and 8 net vehicle trips during the PM peak hour. The results from the VMT Calculator show that the Project would generate fewer than 250 net daily vehicle trips and that the Project would not require the preparation of a Transportation Assessment or further VMT analysis based on the screening criteria in the TAG. The peak-hour trip generation summary in Table 4 further shows that the Project would not lead to a substantial increase in vehicle travel during the weekday peak hours.

Because the Project would generate fewer than 250 net daily vehicle trips, the Project would not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

Project Transportation Impacts

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. Given that the Project is estimated to add 101 net daily vehicle trips, the Project would not result in significant transportation impacts.

NOISE

The analysis below is based primarily on technical data prepared by DKA Planning (refer to Appendix C).

Regulatory Setting

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to

manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included as Table 5. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…"[3] "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks."[4] The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Table 5
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	**55**	**60**	**65**	**70**	**75**	**80**
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditoriums, Concert Halls, Amphitheaters	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A/C	C/N	N

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Noise Element of the Los Angeles City General Plan – Exhibit I

[3] *Noise Element of the Los Angeles City General Plan, February 1999.*

[4] *Ibid.*

Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 41.40(a) would prohibit the Project's construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of this single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from

being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01 RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that

these limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC.112.05 MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
>
> *(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.*

Existing Conditions

Noise-Sensitive Receptors

Noise-sensitive receptors in the vicinity of the Project Site include but are not limited to the following:

- Residence, 1326 Fairfax Avenue; 5 feet south of the Project Site
- Residence, 1334 Fairfax Avenue; 5 feet north of the Project Site
- Residence, 1333 Orange Grove Avenue; 30 feet east of the Project Site
- Residences, 1327 Fairfax Avenue; 90 feet west of the Project Site.

Existing Ambient Noise Conditions

In August 2023, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[5] The noise levels in the Project Site vicinity are shown in Table 6.

Table 6
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. 1333 Fairfax Ave.	Traffic on Fairfax Ave.	65.4	63.4	Residences – Fairfax Ave (west side)	Conditionally Acceptable
B. 1334 Fairfax Ave.	Traffic on Fairfax Ave.	68.0	66.0	Residences – 1334-1336 Fairfax Ave, 1326 Fairfax Ave	Conditionally Acceptable
C. 1333 Orange Grove Ave.	Traffic on Orange Grove Ave.	55.7	53.7	Residences – Orange Grove Ave.	Normally Acceptable

[a] *Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2016 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.*

[b] *Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 5 for definition of compatibility designations.*

Source: DKA Planning, 2023.

Thresholds of Significance

Construction Noise Threshold

According to the City, the on-site construction noise impact would be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m.

[5] *Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.*

Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise manage a project's operational noise impacts, the following criteria are adopted to assess the impacts of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 5).

- Project operations would cause any 5 dBA or greater noise increase.[6]

Project Impacts

On-Site Construction Activities

Construction would generate noise during the construction process that would span approximately 17 months of demolition, grading, trenching, building construction, and architectural coatings, as shown in Table 2. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., building construction, architectural coatings), noise impacts are lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA

[6] *As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.*

over existing ambient noise levels. As shown in Table 7, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would not increase ambient noise in excess of the City's significance threshold of 5 dBA at the location of the sensitive receptors closest to the Project Site. (Sensitive receptors located further away from the Project Site would experience lower noise increases than those identified in Table 7.) Therefore, the Project's on-site construction noise impact would be less than significant.

Table 7
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
1. Residences – Fairfax Ave. (west side)	67.3	65.4	69.5	4.1	No
2. Residences – 1334-1336 Fairfax Ave.	61.1	68.0	68.8	0.8	No
3. Residences – 1326 Fairfax Ave.	64.6	68.0	69.6	1.6	No
4. Residences – Orange Grove Ave.	47.0	55.7	56.2	0.5	No
Source: DKA Planning, 2023. Refer to Appendix C.					

Off-Site Construction Activities

The Project would generate noise at off-site locations from haul trucks moving debris and landscaping from the Project Site during demolition and site preparation activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 26 peak hourly passenger-car-equivalent (PCE) vehicle trips, as summarized in Table 8, during the building construction phase.[7] This would represent about 1.2 percent of traffic volumes on Fairfax Avenue, which carries about 2,198 vehicles at Sunset Boulevard in the morning peak hour of traffic.[8] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Fairfax Avenue would likely serve as part of the haul route for any soil exported from the Project Site given its access to Sunset Boulevard and the Hollywood Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Fairfax Avenue, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site

[7] *This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.*

[8] *DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Fairfax Ave at Sunset Bl, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FAIRFAX.SUNSET.170522-AUTO.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.*

construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 8
Estimated Hourly Construction Vehicle Trips

Construction Phase	Worker Trips[a]	Vendor Trips	Haul Trips	Total	Percent of AM Peak-Hour Trips on Fairfax Ave.[b]
Demolition	10	0	16[c]	26	1.2
Site Preparation	5	0	9[d]	14	0.6
Grading	8	0	0	8	0.3
Trenching	3	0	0	3	0.1
Building Construction	19	8[d]	0	26	1.2
Architectural Coating	4	0	0	4	0.2

[a] *Assumes all worker trips occur in the peak hour of construction activity.*
[b] *Percent of existing traffic volumes on Fairfax Avenue at Sunset Boulevard.*
[c] *The Project would generate 34 haul trips over a six-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent*
[d] *The project would generate 19 haul trips over a six-day period with seven-hour workdays. Assumes a 19.1 PCE.*
[e] *This phase would generate about three vendor truck trips daily over a seven-hour workday. Assumes a blend of vehicle types and a 9.55 PCE.*

Source: DKA Planning, 2023.

On-Site Operational Activities

As discussed below, the Project's operational noise impacts would be less than significant.

Mechanical Equipment

The Project would operate mechanical equipment on the roof 40 feet above grade that would generate incremental long-term noise impacts. This Project would likely use typical heating, ventilation, and air conditioning (HVAC) equipment heat pumps for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. While each unit would have a sound power of up to 76 dBA, the location on the roof would help shield the noise path to nearby sensitive receptors. As blocking the line of sight to a noise source generally results in a 5-decibel reduction, each rooftop unit would generate about 50.3 dBA at ten feet of distance.[9]

[9] *Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.*

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site are one to three stories in height, there would be no sound path from the HVAC equipment to residences that would be ten to twenty feet lower than the roof of the Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.[10] A 2-foot and 1-inch parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted oil transformers that lower high-voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location fronting Fairfax Avenue. These transformers are housed in a steel cabinet and generally do not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers). All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, and landscape maintenance. These are discussed below.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the development. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Fairfax Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[11] Because CNEL levels represent the energy average of sound levels during

[10] *Ibid.*
[11] *RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.*

a 24-hour period, the modest sound power from a few minutes of trash collection activities during daytime hours would negligibly affect CNEL sound levels.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[12] The landscape plan focuses on a modest palette of raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.[13]

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 107 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2026.[14] During the peak P.M. hour, up to 8 vehicles would generate noise on local streets.[15] This would represent about 0.5 percent of traffic volumes on Fairfax Avenue, which carries 2,198 vehicles at Sunset Boulevard.[16]

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories nor increase ambient noise levels 5 dBA or more. Twenty-four-hour CNEL impacts would similarly be minimal, far below the criterion for significant operational noise impacts, which begin at 3 dBA. Therefore, this impact would be less than significant.

AIR QUALITY

The analysis below is based primarily on air quality modeling conducted by DKA Planning (refer to Appendix D).

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or

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12 *Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017*

13 *While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.*

14 *City of Los Angeles VMT Calculator, version 1.4 screening analysis.*

15 *Institute of Transportation Engineers, Trip Generation Rates; 11th Edition, using Land Use Code 221 (Multi-Family (Mid-Rise)).*

16 *DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Fairfax Ave at Sunset Bl, https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FAIRFAX.SUNSET.170522-AUTO.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.*

sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), childcare centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include, but are not limited to, the following:

- Residence, 1326 Fairfax Avenue; 5 feet south of the Project Site
- Residence, 1334 Fairfax Avenue; 5 feet north of the Project Site
- Residence, 1333 Orange Grove Avenue; 30 feet east of the Project Site
- Residences, 1327 Fairfax Avenue; 90 feet west of the Project Site.

Existing Emissions

The Project Site is The Project Site is improved with an unoccupied single-family structure.[17] As such, there are no anthropogenic emissions of criteria pollutants from the Project Site.

Project Construction Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022 model and a projected construction schedule of approximately 17 months. Table 2 summarizes the estimated construction schedule that was modeled for air quality impacts.

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

[17] *City of Los Angeles, ZIMAS database, accessed January 20, 2022.*

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

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod model, are shown in Table 9. As indicated, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Local emissions also would not exceed SCAQMD's significance thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, the Project's construction-related air quality impacts would be less than significant.

Table 9
Maximum Daily Regional and Localized Construction Emissions

Construction Year	Emissions in lbs per day					
	VOC	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2025	1.1	10.1	10.5	<0.1	2.6	1.5
2026	4.7	5.0	8.2	<0.1	0.5	0.2
Maximum Regional Emissions	***4.7***	***10.1***	***10.5***	***<0.1***	***2.6***	***1.5***
Regional Daily Threshold	*75*	*100*	*550*	*150*	*10*	*50*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Emissions	***4.5***	***10.1***	***10.1***	***<0.1***	***2.6***	***1.4***
Localized Significance Threshold	*NA*	*106*	*572*	*NA*	*4*	*3*
Exceed Threshold?	**NA**	**No**	**No**	**NA**	**No**	**No**

NA = Not Applicable

Note: It is possible that construction of the Project could begin somewhat later than assumed in this document. In such case, construction emissions would not exceed those identified on this table, due to improved engine efficiencies and related reduced emissions.

Source: DKA Planning, 2023. Refer to Appendix D.

Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod. As shown below in Table 10, the Project's maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, nor would the emissions exceed SCAQMD localized thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. The Project's operational-related air quality impacts would be less than significant.

WATER QUALITY

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could subject exposed and stockpiled soils to erosion and could convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use, and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, the Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit

including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period.

Table 10
Maximum Daily Regional and Localized Operational Emissions

Emissions Source	Emissions in lbs per day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area	0.5	<0.1	1.5	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.3	0.2	2.3	<0.1	0.5	0.1
Total Regional Emissions	***0.8***	***0.2***	***3.8***	***<0.1***	***0.5***	***0.1***
Regional Daily Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Total Localized Emissions	***0.5***	***<0.1***	***1.5***	***<0.1***	***<0.1***	***<0.1***
Localized Significance Thresholds	*NA*	*74*	*680*	*NA*	*2*	*1*
Exceed Threshold?	**NA**	**No**	**No**	**NA**	**No**	**No**

NA = Not Applicable
LST analyses based on a 1-acre site with 25-meter distances to receptors in the Central LA County SRA
Source: DKA Planning, 2023. Refer to Appendix D.

In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project could have the potential to introduce small amounts of pollutants typically associated with a residential development (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Ordinance, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standards and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, no significant Project impacts related to water quality would occur.

Discussion of Section 15332(e)

As discussed below, the Project can be adequately served by all required utilities and public services.

PUBLIC SERVICES

Fire Protection

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could result in an increased demand for fire protection services. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between a high-density residential/commercial neighborhood land use such as the Project and an LAFD station that houses an engine company is 1.5 miles and an LAFD station that houses a truck company is 2.0 miles. If either distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown in Table 11. The fire station closest to the Project Site is Fire Station 41, which is 0.7 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.507.3.3.

Table 11
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
27	1327 Cole Avenue	2.0 miles
41	1439 N. Gardner Street	0.7 miles
82	5769 Hollywood Boulevard	3.0 miles

Source: LAFD, http://www.lafd.org/fire-stations/find-your-station, 2023.

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. The required fire flow for the Project would be confirmed in consultation with the LAFD during the plan check approval process. Therefore, no significant Project impacts on fire protection services would occur.

Police Protection

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could result in an increased demand for police protection services. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting and controlled residential access. Through compliance with LAPD requirements, no significant Project impacts on police protection services would occur.

Schools

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population potentially with school-aged children to the Project Site that could result in an increased need for school services at the Project Site. Pursuant to California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the Los Angeles Unified School District (LAUSD) in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant Project impacts on school services would occur.

Parks

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could increase the demand on existing parks in the area. The Project Site is located in an area of the City with several parks and recreational amenities within two miles of the site, including the following:

- Laurel Park
- Plummer Park and Community Center
- Kings Road Park
- Poinsettia Recreation Center
- Formosa Park
- DeLongpre Park
- Selma Park
- West Hollywood Park
- Wattles Garden Park

To allow for construction of the Project as a 100 percent affordable housing development pursuant to LAMC Section 12.22 A.25 and as allowed, the Applicant is requesting a 100 percent reduction in the open space requirement. This incentive balances the affordability of the Project with the reduction in open space. Additionally, the Project's parks and recreational needs could be accommodated by existing facilities. The Project would not require new or expanded parks. Therefore, no significant Project impacts on parks and recreational facilities would occur.

Other Public Facilities

The Project includes demolition and removal of all existing improvements from the Project Site and development of the site with a 14,111-square-foot multi-family residential building with 26 residential dwelling units, adding a residential population to the Project Site that could increase the demand on existing libraries in the area. Libraries in the vicinity of the Project Site include the following:

- Vista Street Library
- Will & Ariel Durant Branch Library
- Frances Howard Goldwyn-Hollywood Regional Branch Library
- John C. Fremont Branch Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, the Los Angeles Public Library (LAPL) is committed to increasing the number of people who use library services and the number of library cardholders. Because the Project is in an area well-served by existing library facilities, the Project would not require new or expanded libraries. Therefore, no significant Project impacts on library facilities would occur.

UTILITIES AND SERVICE SYSTEMS

Wastewater

The Project Site is located within the service area of the Hyperion Water Reclamation Plant (HWRP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flow of 800 mgd.[18] Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HWRP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175

[18] *City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afrLoop=11698142585277113&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=1dl2da31dl_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D11698142585277113%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dl2da31dl_5, accessed August 17, 2023.*

mgd available capacity. The Project would generate a net increase of approximately 2,910 gallons of wastewater per day (or 0.0029 mgd) (refer to Table 12). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown in Table 12. With a remaining daily capacity of 175 mgd, the HWRP would have adequate capacity to serve the Project. Therefore, no significant Project impacts related to wastewater treatment would occur.

Table 12
Estimated Water and Wastewater Generation Rate

Land Use	Size	Water and Wastewater Generation Rate[2]	Total (gpd)
Existing			
Residential – 2-Bedroom	1 du	150 gpd/du	150
Project			
Residential – 1-Bedroom	21 du	110/gpd/du	2,310
Residential – 2-Bedroom	5 du	150 gpd/du	750
		Total	***3,060***
		Less Existing	*(150)*
		Net Total	***2,910***

gpd = gallons per day *du = dwelling unit* *sf = square feet*

[1] *Conservatively assumes that water consumption is equal to wastewater generation and does not account for the effectiveness of mandatory conservation measures.*
[2] *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012.*

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant Project impacts related to local sewer infrastructure would occur.

Water

LADWP provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP's 2020 UWMP.

The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including population growth, weather, water conservation, drought, and economic activity. Table 13 shows a breakdown of historical water demand for the LADWP service area. Table 14 provides LADWP's projected water demand from 2025 to 2045 for average-year, single-dry-year, and multi-dry-year hydrological conditions.

More frequent and longer-lasting dry periods, regulatory constraints, and seismic risks that can result in water delivery system outages are causing increased stress on water supply reliability for LADWP. As such, in preparation for taking reasonable actions to balance water demands with limited water supplies, LADWP has prepared a Water Shortage Contingency Plan (WSCP) that outlines a set of actions that the City can take in the event of a declared water supply shortage or emergency situation. The City has six standard water shortage levels and response actions, as summarized in Table 15. Under state law, LADWP has the authority to implement the water shortage actions outlined in the WSCP. In all water shortage cases, shortage response actions to be implemented are at the discretion of LADWP based on an assessment of the supply shortage, customer response, and the need for demand reductions. Upon proclamation by the Governor of a state of emergency under the California Emergency Services Action based on extended dry conditions, the state will defer to implementation of locally adopted water shortage contingency plans to the extent practicable. LADWP will coordinate with regional and local water suppliers for which it provided water supply services for a possible proclamation of a local emergency, as necessary.

The Project would connect to the existing water conveyance infrastructure near the Project Site. As shown in Table 12, the Project would consume a net increase of approximately 2,910 gallons of water per day (or 0.0029 mgd). Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions. The Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the LAGBC to conserve water usage. Additionally, the Project would be subject to any water shortage response actions identified by LADWP to ensure water service availability. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

Table 13
Breakdown of Historical Water Demand for LADWP's Service Area

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33.696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611

AF = Acre Feet

Source: 2020 Urban Water Management Plan, LADWP.

Table 14
Service Area Reliability Assessment (AFY)

Hydrological Conditions[1]	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900

AFY = acre-feet per year

Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.

Table 15
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
Level 1: No Shortage	≤10%	Water Shortage Level 1 constitutes a consumer demand reduction of up to 10%. Shortage response actions under this level include the permanent water use restrictions listed below. **Phase I Restrictions** - No LADWP customer shall use a water hose to wash any paved surfaces, except to alleviate immediate safety or sanitation hazards. - No LADWP customer shall use water to clean, fill or maintain levels in decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, unless such water is part of a recirculating system. - No restaurant, hotel, cafe, cafeteria, or other public place where food is sold, served, or offered for-sale, shall serve drinking water to any person unless expressly requested. - No LADWP customer shall permit water to leak from any pipe or fixture on the customer's premises.
Level 2: Moderate Shortage	≤20%	Water Shortage Level 2 is implemented when there is a reasonable probability of supply shortage from LADWP-controlled supplies in the long-term and a demand reduction of up to 20% is necessary to mitigate this long-term shortage risk. Conservation Ordinance Phase 2 will be implemented to achieve the necessary demand reduction. Additionally, to reduce consumption during this phase and all higher levels of conditions, LADWP may increase its public education and outreach efforts and enforcement measures to build awareness of voluntary water conservation practices and all permanent water waste prohibitions.

Table 15
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		Actions Mandatory Conservation Phase 2 - Restrictions on landscape irrigation watering days (Monday, Wednesday, or Friday for odd-numbered street addresses and Tuesday, Thursday, or Sunday for even-numbered street addresses). - Irrigation of Sports Fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Increase outreach efforts for high-volume customers and provide one on one assessments. - Expand enforcement of unreasonable use of water. - Increase water conservation rebates and incentives. - Increase conservation messaging (radio, TV, social media, educational events).
Level 3: Significant Shortage	≤30%	A Water Shortage Level 3: Significant Shortage is implemented when demand must be reduced up to 30% to ensure sufficient supplies. During a Significant Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and Level 1 and Level 2 conservation practices. Beginning with Water Shortage Level 3, LADWP may elect to withdraw from available emergency storage along the LAA system and from local groundwater basins. Emergency storage along the LAA may come in the form of emergency reservoir storage and/or emergency groundwater pumping in the Owens Valley with the approval of the

Table 15
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		LA/Inyo Standing Committee. Emergency storage from local groundwater basin may come in the form of storied water credits. Withdrawals from emergency supplies may provide only short-term relief and the extent of withdrawals will be determined based on assessments of long-term shortage risk. **<u>Actions</u>** <u>Mandatory Conservation Phase 3</u> - Further restrictions on landscape irrigation watering days (Monday or Friday for odd-numbered street addresses and Sunday or Thursday for even-numbered street addresses) - Recommend use of pool covers to decrease water loss from evaporation. - Recommend washing of vehicles at commercial car wash facilities. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins.
Level 4: Severe Shortage	≤40%	Water Shortage Level 4: Severe Shortage is implemented when demand must be reduced up to 40% to ensure sufficient supplies. During a Severe Shortage, a new set of mandatory water conservation practices takes effect, in addition to all Permanent Water Waste Prohibitions and additional restriction practices that became mandatory under Water Shortage Level 1, Level 2, and Level 3. LADWP may also elect to increase withdrawals from available emergency

Table 15
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		storage along the LAA system and from local groundwater basins. **<u>Actions</u>** <u>Mandatory Conservation Phase 4</u> - Further restrictions on landscape irrigation watering days (Monday for odd-numbered street addresses and Tuesday for even-numbered street addresses). - Mandate use of pool covers on all residential swimming pools when not in use. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Irrigation of sports fields may deviate from the non-watering days to maintain play areas and accommodate event schedules. - Irrigation of large landscape areas may deviate from the non-watering days under certain conditions. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins
Level 5: Critical Shortage	≤50%	Water Shortage Level 5: Critical Shortage is implemented when a water shortage emergency requires that demand be reduced up to 50% to ensure sufficient supplies. Mandatory conservation practices imposed under Water Shortage Levels 1 through 4 remain in effect and LADWP may elect to further increase withdrawals from available emergency storage along the LAA system and from local groundwater basins.

Table 15
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		Actions Mandatory Conservation Phase 5 - No landscape irrigation allowed. - No filling of residential swimming pools and spas with potable water. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - Withdraw from available emergency storage along the LAA System and local groundwater basins
Level 6: Super Critical Shortage	> 50%	Water Shortage Level 6: Supercritical Shortage is implemented when a water shortage emergency requires that demand be reduced greater than 50% to ensure sufficient supplies. During a Supercritical Shortage, a new set of mandatory conservation measures takes effect, in addition to all Permanent Water Waste Prohibitions. Mandatory conservation practices that were imposed Levels 1 through 5 remain in effect. LADWP may elect maximize withdrawals from available emergency storage along the LAA system and from local groundwater basins for supply augmentation. **Actions** Mandatory Conservation Phase 6 - No landscape irrigation allowed.

Table 15
Water Shortage Response Actions

Water Shortage Level	Percent Shortage	Shortage Response Actions
		- No filling of residential swimming pools and spas with potable water. - No washing of vehicles allowed except at commercial car wash facilities. - No filling of decorative fountains, ponds, lakes, or similar structures used for aesthetic purposes, with potable water. - Golf courses and professional sports fields may apply water to sensitive areas, such as greens and tees, during non-daylight hours and only to the extent necessary to maintain minimum levels of biological viability. - Provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation. - The Board is hereby authorized to implement additional prohibited uses of water based on the water supply situation. Any additional prohibition shall be published at least once in a daily newspaper of general circulation and shall become effective immediately upon such publication and shall remain in effect until cancelled. - Withdraw from available emergency storage along the LAA and local groundwater basin. - Additional measures authorized by the Board
Source: 2020 UWMP, Appendix I, LADWP.		

Solid Waste

The landfills that serve the City and the capacity of these landfills are shown in Table 16. As shown, the landfills have an approximate available daily intake of 16,531 tons. As shown in Table 17, the Project would generate a net increase of approximately 0.05 tons of solid waste per day. This total is a conservative estimate and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required

by the City to implement. With a remaining daily intake capacity of approximately 16,531 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.05 tons of solid waste per day.

Table 16
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	17	65.9	12,100	7,420	4,680
Chiquita Canyon	27	54.4	12,000	6,114	5,886
Antelope Valley	13	10.1	3,600	2,785	815
Lancaster	81	9.8	3,000	395	2,605
Calabasas	14	1.0	3,500	955	2,545
				Total	**16,531**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2020 Annual Report, October 2021.

Table 17
Estimated Solid Waste Generation

Land Use	Size	Generation Rate[1]	Total (tpd)
Existing			
Residential	1 du	4.0 lbs/unit/day	0.002
Project			
Residential	26 du	4.0 lbs/unit/day	0.052
		(Less Existing)	*(0.002)*
		Net Total	***0.05***

tpd = tons per day sf = square feet du = dwelling unit

[1] *Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.*

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure

and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant Project impacts related to solid waste would occur.

Categorical Exemption Exceptions

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes Exceptions to Categorical Exemptions for certain activities. For the reasons discussed below, none of the Exceptions apply to the Project.

15300.2. Exceptions

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

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

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

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

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

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

Discussion of Exceptions

Section 15300.2 (a) - Location:

This Exception is not applicable to the Project, because the Project does not fall under the definitions of Classes 3, 4, 5, 5, or 11.

Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other "related projects" in the vicinity of the Project Site that could be developed within the same timeframe as the Project. LADOT provided a list of potential related projects (refer to Appendix E) that are outlined in Table 18.

Table 18
Related Projects

No.	Address	Land Uses	Size	Distance/Direction From Project Site	Status
1	1403 N. Gardner St.	Women's Bridge Housing	44 beds	0.7 miles/NE	Complete[1]
2	7901 W. Sunset Blvd.	Apartments HT Restaurant FF Restaurant Retail	57 du 3,000 sf 2,000 sf 1,425 sf	0.2 miles/N	Under construction
3	7811 Santa Monica Blvd	Restaurant Art Gallery Hotel Apartments	3,756 sf 1,381 sf 45 rooms 95 du	0.3 miles/NE	Proposed
4	1346 N. Fairfax Ave.	Apartments	26 du	161 feet/N	Proposed
5	7900 W. Hollywood Blvd.	Apartments	50 du	0.4 miles/N	Not moving forward[2]
6	8150 W. Sunset Blvd	Apartments Condominiums Retail Market Bank Restaurant	219 du 30 du 3,842 sf 24,844 sf 5,094 sf 23,158 sf	0.5 miles/NW	Under construction
7	7500 W. Sunset Blvd.	Apartments Shopping Center Restaurant	219 du 20,000 sf 10,000 sf	0.7 miles/NE	Under construction

du = dwelling units sf = square fee HT = high-turnover FF = fast food

[1] Because this related project is complete and operational, the related project is part of the existing condition and is not considered in the cumulative analysis.

[2] Because this related project is not moving forward and would not result in any impacts, the related project is not considered in the cumulative analysis.

Source: LADOT, 08/24/2023. Refer to Appendix E.

As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions

thresholds identified above also be considered cumulatively considerable.[19] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

The sites of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new development is required to control the amount and quality of stormwater runoff coming from their respective sites. Moreover, little if any additional cumulative runoff is expected from the Project and the related project sites, since the area is highly developed with impervious surfaces. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Any subsequent developments would be required to perform the same level of water quality impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

Noise

Construction

On-Site Construction Noise

During construction of the Project, there could be other construction activity in the area that could contribute to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would be required to comply with the LAMC's noise-related restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through typical best construction management practices for each related project and compliance with the noise ordinance.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located

[19] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

between. There are two potential related projects within 0.25 miles of the Project (refer to Table 819.

Table 19
Related Projects Within 0.25 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	7901 Sunset Boulevard	1,000 feet	Apartments Other Retail	62 units 5,000 sf 1,452 sf	Under construction
2	1346 Fairfax Avenue	100 feet	Apartments	26 units	Pending entitlements

Sources: LADOT, 2023.

As illustrated in Table 20, the cumulative noise levels at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq}. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 20
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
1. Residences – Fairfax Ave. (west side)	68.1	65.4	70.0	4.6	No
2. Residences – 1334-1336 Fairfax Ave.	62.6	68.0	69.1	1.1	No
3. Residences – 1326 Fairfax Ave.	68.1	68.0	71.1	3.1	No
4. Residences – Orange Grove Ave.	49.9	55.7	56.2	1.0	No

Source: DKA Planning, 2023. Refer to Appendix C.

Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute up to an estimated 26 peak hourly PCE vehicle trips during the building construction phase. This would represent about 1.2 percent of traffic volumes on Fairfax Avenue, which carries about 2,198 vehicles at Sunset Boulevard in the morning peak hour of traffic. Any

related projects would have to add 2,132 peak-hour vehicle trips to double volumes on Fairfax Avenue.

The one nearby related project is very similar in scale to the Project and as such, would likely add fewer than 50 PCE trips during a peak hour of traffic onto Fairfax Avenue. As such, cumulative noise due to construction truck traffic from the Project, and related projects would not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

Operation

The Project Site and the surrounding neighborhood have been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The one related project in the vicinity of the Project Site is residential and would also generate minimal stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve the use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. Like the Project, the one related project is residential that would not include loud stationary sources of noise on-site that would contribute to concurrent operational noise impacts. Therefore, cumulative stationary source noise impacts would be less than significant.

Off-Site Mobile Noise Sources

The Project would add about 107 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026, including up to eight maximum hourly net vehicle trips. Related projects would have to generate 2,124 additional vehicle trips onto Fairfax Avenue in the A.M. peak hour.

The one related project 100 feet north of the Project Site would likely generate traffic that is comparable to the Project. The addition of about eight hourly vehicle trips onto Fairfax Avenue would not double traffic volumes on that arterial. As such, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure

of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Traffic

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states the following regarding cumulative traffic impacts:

> *Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual 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." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)*

As discussed above, the Project satisfies the criteria to be considered a local-serving use and is screened out from further VMT analysis, as it is presumed the Project would cause less than significant transportation impacts. For this reason, the Project's cumulative contribution to traffic impacts would also be less than significant.

Public Services

Fire Protection

Implementation of the Project and the related projects could result in a net cumulative increase in demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density residential/commercial land uses, such as the Project and related projects, located farther than 1.5 miles from the nearest LAFD station that houses an engine or 2.0 miles from the nearest LAFD station that houses a truck company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and

facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the Project and the related projects could result in a net cumulative increase in demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, the cumulative impact on police protection from successive projects of the same type in the same place over time would not be significant.

Schools

The Project and the related projects could cumulatively increase the number of students in the Project Site area. However, similar to the Project Applicant, the applicants of all the related projects would be required to pay the state-mandated applicable school fees to the LAUSD to ensure that no significant impacts on school services would occur. Therefore, the cumulative impact on schools from successive projects of the same type in the same place over time would not be significant.

Parks

The Project and the related projects could cumulatively increase demand for parks and recreational services. The applicants of residential related projects would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact on parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the related projects in concert with the Project could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact on library services from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related projects in concert with the Project could increase the need for wastewater treatment. Table 21 shows that the cumulative development in the Project Site area could result in the need to treat approximately 277,926 gallons of wastewater per day (or 0.27 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses for the related projects or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown in Table 21. With a remaining treatment capacity of approximately 175 mgd, the HWRP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative impact on wastewater from successive projects of the same type in the same place over time would not be significant.

Table 21
Estimated Cumulative Water Consumption and Wastewater Generation[1]

Land Uses	Size	Water Consumption/ Wastewater Generation Rate[2]	Total (gpd)
Multi-Family Residential	1,556 du	150 gpd/du	233,400
Restaurant	1,397 seats[3]	25 gpd/seat	34,925
Retail	50,111 sf	25 gpd/1,000 sf	1,253
Art Gallery	1,381 sf	25 gpd/1,000 sf	35
Hotel	45 rooms	120/room	5,400
		Total Related Projects	***275,016***
		Plus Project	*2,910*
		Total	**277,926**

gpd = gallons per day *du = dwelling unit*

1 *Assumes wastewater generation equals water consumption.*
2 *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. This rate does not assume the effectiveness of any mandatory water conservation measures that are required in the City.*
3 *Assumes 30 square feet per seat.*

Water

Implementation of the related projects and in concert with the Project could increase the need for water supply in the City. Table 21 shows that the cumulative development in the Project Site area could result in a demand of approximately 277,926 gallons of water per day (or 0.27 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses for the related projects or the effectiveness of mandatory water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown in Table 1921

LADWP (through its 2020 UWMP) anticipates that its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's Regional Transportation Plan and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and state water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. Therefore, the cumulative impact on water supply from successive projects of the same type in the same place over time would not be significant.

Solid Waste

Implementation of the related projects in concert with the Project could increase the need for landfill capacity in the region. As shown in Table 22, implementation of the Project in conjunction with the related projects would result in an estimated solid waste generation of approximately 4.22 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 16,531 tons of solid waste per day, the landfills serving the Project and related projects would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, the cumulative impact on landfill capacity from successive projects of the same type in the same place over time would not be significant.

Table 22
Estimated Cumulative Solid Waste Generation

Land Uses	Size	Solid Waste Generation Rate[1]	Total (tpd)
Residential	1,556 du	4 lbs/day/unit	3.89
Commercial	115,906 sf	0.005 lbs/day/sf	0.28
		Total Related Projects	***4.17***
		Plus Project	*0.05*
		Total	**4.22**

tpd = tons per day du = dwelling unit lbs = pounds sf = square feet

[1] *Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.*

Section 15300.2(c) – Significant Effects Due to Unusual Circumstances

There are no unusual circumstances related to implementation of the Project. The Project includes infill development of a site currently developed with two residential buildings and a driveway in an urbanized portion of the City. The proposed residential use is allowed under the existing zoning and land use designation for the Project Site. Additionally, the Project Site is not located in a designated "environmentally sensitive area." While no unusual circumstances exist, as described above, there is also no reasonable possibility that any significant effects could result from the Project's development. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

Section 15300.2(d) – Scenic Highways

The closest state-designated scenic highway is a segment of State Route 110 between the 101 Freeway to the City of Pasadena located approximately 6.88 miles west of the Project site.[20] The Project Site is not visible from any state-designated scenic highway. Therefore, this Exception does not apply to the Project.

Section 15300.2(e) – Hazardous Waste Sites

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[21] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Exception does not apply to the Project.

Section 15300.2(f) – Historical Resources

A review of Historic Places LA shows no significant historical resources located on the Project Site.[22] Additionally, reviews of the National Register of Historic Places and the California Register of Historical Resources show no significant historical resources located on Project Site. The Project Site is, however, abutting the Spaulding Square Historic Preservation Overlay Zone (HPOZ) to the west but not located within the zone. A letter prepared by Chronicle Heritage notes that the project site is outside of the boundaries of the Spaulding Square HPOZ, and that that the project would not result in a less than significant change to a historic resource. While a change in the environment will result, those changes will not negatively impact or diminish the character defining features of the Spaulding Square HPOZ. Thus, the Project would

[20] *Caltrans, California State Scenic Highway System Map https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa , accessed August 25, 2023.*

[21] *Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed August 25, 2023.*

[22] *Historic Resources LA, http://www.historicplacesla.org/map , accessed August 25, 2023.*

not cause a substantial adverse change in the significance of a historical resource.[2324] Therefore, this Exception does not apply to the Project.

[23] *National Park Service, National Register of Historic Places, https://www.nps.gov/articles/nr_digitization.htm, accessed August 25, 2023.*

[24] *Office of Historic Preservation, California Register of Historical Resources, https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19, accessed August 25, 2023.*

APPENDIX A – TREE REPORT

Arborist Report

for

1346 N Fairfax ,
Los Angeles, CA 90046

Proposal for:
Taylor Equities 22,LLC
Steven Taylor
33995 Inglewood Blvd
Los Angeles, CA 90066

Prepared by
LA Arbor Care Inc.
8335 Winnetka Ave Suite 270
Winnetka, CA 91306
866-8LA-Tree
Miguel Lopez
ISA Certified Arborist #WE-13666A
Tree Risk Assessment Qualified
June 07, 2023

Table of Contents

Background

According to ordinance 177404 and amended ordinance 186873 the following trees native tree species are protected oak trees including indigenous Oaks Court is species Southern California black walnut western Sycamore California bakery Mexican elderberry and Toyan. Trees that are to be repaired on the side to be protected doing any grading process to within 5 feet of the drip line of the tree to preclude potential damage to the tree. 8 inch caliper or larger need to be noted too.The protected trees may be relocated or removed upon prior approval of removal if a) it′s presence prevents the reasonable development of the property, B, the health of the tree is in decline and it′s restoration or feasible see, it is in danger of falling D, interferes with proposed utility or roadways with it or without property E, it has no apparent aesthetic belly will continue to be a parent and design of a proposal subdivision. Need to be removed, the first choice would be relocation else we′re on the same property where the relocation is reasonable and favorable to the survival of the tree. Measures may need to be taken to mitigate adverse effects on the tree. Should I protect the tree need to be removed and relocation is not an option, trees of the project within the property by at least four trees of a protected variety with 24 inch boxes or larger trees. The size and number of replacing Trisha approximate value of the tree to be replaced.

Limits of the Assignment

The investigation is limited to visual inspection Level 1 of subject trees.

Site Conditions

The 6,525 Sqft lot located at 1346 N Fairfax Ave is a single family residence. A 4-story 26-unit 100% affordable housing development project is proposed for the lot. The tree survey was conducted on June 07, 2023. Trees found on site and public right of way are non-protected species. Species found were *Washingtonia robusta, Persea americana, Eriobotrya japonica, Fraxinus uhdei, Psidium guajava.*Trees located on public right of way include *Afrocarpus gracilior*. The onsite trees will be removed. Trees in the public right of way will remain. It is my recommendation that the trees added by previous owners of the site should be removed to preserve the public safety and preclude future maintenance issues.

LA ArborCare

Existing Trees On Private Property

(left)Washingtonia
Palm 14-dbh
Tree height 20’
Canopy spread 5’
Natural

(right) Avocado 3-dbh
Tree height 10’
Sappling
Canopy Spread 5’
Ornamental

(left) Loquat 2-dbh
Tree height 11’
Sappling
Canopy spread 5’
Ornamental

(right) Shamel Ash
Fraxinus uhdei 23dbh
Tree height 48’
Canopy spread 30’
Natural

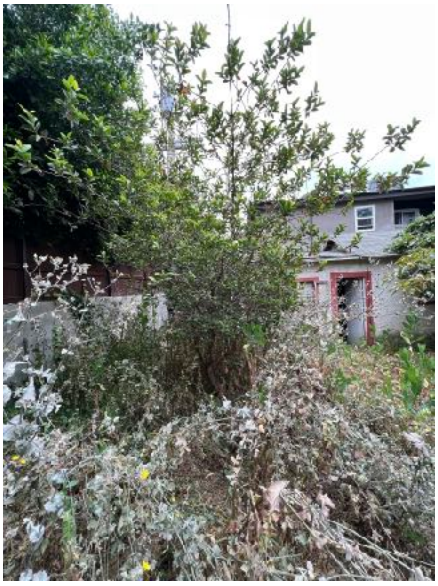
These 4 trees will be removed to allow for the new construction. Replacement value is 1 24″-box tree per tree for ea. tree over 4dbh

LA ArborCare

Existing Trees On Private Property

(left) Avocado 32-dbh
Tree Height 34'
Canopy spread 34'
Ornamental

(right) Guava tree
3-dbh
Tree Height 11'
Sappling
Canopy spread 6'
Ornamental



These 2 trees will be removed to allow for the new construction. Replacement value is 1 24″-box tree per tree for ea. tree over 4dbh

* All trees on private property are to be removed due due their location within the construction area

Existing Trees On Public Right Of Way

(1) Fern Pine 14-dbh
Afrocarpus gracilior
Tree height 26’
Canopy spread 10’
Ornamental
1 Fern Pine in good health located on public property.

This tree will remain however, should removal be required, contact Urban Forestry to apply for removal and replacement value.

Observations: Level 1 Assessment

Site Survey

-There is one Fern Pine (20'-30') located in the public right of way with a 14 dbh. One Washingtonia palm (20'-25') located in front of home with a 14 dbh, One Avocado tree (10'-12') located in front of home with a 3 dbh. One Loquat tree(10'-12') located in front yard with a 2 dbh. One Shamel Ash (45'-50'') located on side of home with a 23 dbh. One Avocado tree 25'-30') located in backyard with a 32 dbh. Guava Tree (10'-12') located in backyard with a 3 dbh. All trees overall health is in good condition and no signs of soil disturbance or structural concerns.

*Note Bold dashed line for street tree, TPZ not possible due to in public right of way but tree will be monitored and retained throughout project.

Summary of Trees

Trees on Private Property

	Botanical Name	Common Name	Health	Aesthetic	Protected	Removal
#1	Washingtonia Robusta	Mexican fan palm	Good	Good	No	Yes
#2	Persea americana	Avocado Tree	Good	Good	No	Yes
#3	Persea americana	Avocado Tree	Good	Good	No	Yes
#4	Eriobotrya japonica	Loquat tree	Good	Good	No	Yes
#5	Fraxinus uhdei	Shamel Ash	Good	Good	No	Yes
#6	Psidium guajava	Guava	Good	Good	No	Yes

Trees in the public right of way

	Botanical Name	Common Name	Health	Aesthetic	Protected	Removal
#1	Afrocarpus gracilior	Fern Pine	Good	Good	No	No

* Best Management practices for Private trees are not required due to there objective of being removed. No TPZ or Monitoring needed
* Best Management practices for Public trees will include tree monitoring

Certification Page

Miguel Lopez

-Certified Arborist
-Tree Risk Assessment Qualified
WE-13666A

California State Lic
D49-1090481

APPENDIX B – TRAFFIC DATA

A LOCHNER COMPANY
300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | F: (310) 444-9771 | www.koacorp.com
MONTEREY PARK ORANGE ONTARIO SAN DIEGO CULVER CITY

Email Transmittal

August 9, 2023

Mr. Wes Pringle, P.E.
Transportation Engineer
Metro Development Review
City of Los Angeles Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Re: Trip Generation & VMT Screening Assessment for the 1346 N Fairfax Avenue Affordable Housing Project, City of Los Angeles

Dear Wes,

Taylor Equities 22, LLC (the "Applicant") is proposing the development of an affordable housing project in the Hollywood community of the City of Los Angeles (the "City"). The project will consist of the construction a four-story, 26-unit affordable housing development (the "Project"), replacing an existing single-family home. The Project site is located within the Hollywood Community Plan Area. The site is bounded by residential uses to the north, south, and east and by Fairfax Avenue to the west. The Project Site Location Map is shown in Attachment 1. In order to determine the level of transportation analysis required for the Project, a trip generation and vehicle miles traveled (VMT) screening analysis has been performed. The results are presented in this technical letter.

PROJECT DESCRIPTION

The proposed Project site plan is provided in Attachment 2. The Project building will contain up to 16,380 square feet of gross floor area. The building will include a lobby; laundry and trash/recycling rooms; 21 one-bedroom dwelling units; and 5 two-bedroom dwelling units. The 26 residential dwelling units include 20 units with an affordability level of Low Income, 5 units with an affordability level of Moderate Income, and 1 unit for the building manager. The

With an automobile parking requirement of 1.5 parking spaces per one-bedroom unit and 2 parking spaces per two-bedroom unit per strict application of the Los Angeles Municipal Code (LAMC), the Project would need to provide 42 automobile parking spaces. However, per Assembly Bill 2097 (AB 2097), as an affordable housing project within a half-mile radius of a major transit stop, the Project is not required to provide automobile parking. As shown in Attachment 2, the site has been designed with no automobile parking or driveway access. The driveway serving the existing single-family home will be removed.

Per strict application of the LAMC, the Project would be required to provide 26 long-term and 4 short-term bicycle parking spaces, for a total supply of 30 bicycle parking spaces. However, the Applicant has requested a Density Bonus off-menu incentive to waive bicycle parking requirements for the Project. The proposed Project will be constructed and operational in 2025.

TRANSPORTATION ASSESSMENT SCREENING CRITERIA

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's *Transportation Assessment Guidelines* (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to VMT for studies completed within the City. The TAG was updated in July 2020 and August 2022, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily vehicle trips, and thereby require the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The land use project would generate a net increase in daily VMT.*

PROJECT TRIP GENERATION ASSESSMENT

Along with the updated TAG, the LADOT has developed the VMT Calculator Version 1.3 v141 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a land use project's characteristics. For the proposed Project and existing site land uses, the trip generation rates and trip

type percentages for the most similar land uses were applied in the VMT Calculator. The VMT Calculator results are shown in Attachment 3.

As shown in Attachment 3, the "Housing | Multi-Family" and "Housing | Affordable Housing – Family" land use trip rates were applied to the corresponding proposed Project land uses. The "Housing | Single Family" land use trip rates were applied to the corresponding existing site land use. As shown, based on the VMT Calculator screening results, the Project will generate 101 net daily vehicle trips and 613 net daily VMT. As the Project will generate fewer than 250 net daily vehicle trips, the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG.

As an additional reference, Table 1 provides the weekday peak-hour trip generation summary for the Project. These potential trips were calculated using the trip generation rates and directional distributions provided in the latest versions of the LADOT *Transportation Assessment Guidelines* (August 2022) and the ITE *Trip Generation Manual* (11th Edition, 2021). The trip rates and directional distributions from the LADOT for affordable housing projects inside Transit Priority Areas were applied for "Family" type housing to develop baseline vehicle trip estimates for the proposed affordable housing component. The rates are based on locally collected empirical data and tailored to the City. Trip generation rates and directional distributions from the ITE manual were applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]) and 210 (Single-Family Detached Housing) to develop the baseline vehicle trip estimates for the proposed manager unit and existing single-family home, respectively. As the trip rates from the ITE are based on samples from a General Urban/Suburban setting, they do not account for such trip-reducing factors as significant transit usage or walk trip potential. As a conservative measure, no trip-reducing factors were applied in the Project's weekday peak-hour trip generation calculations.

Table 1: Project Weekday Peak Hour Trip Generation Summary[1]

Land Use	ITE Code	Intensity	Units[2]	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Affordable Housing - Family (Inside TPA Area)	N/A	1	DU	37%	63%	0.49	56%	44%	0.35
Multifamily Housing (Mid-Rise)	221	1	DU	23%	77%	0.37	61%	39%	0.39
Single-Family Detached Housing	210	1	DU	25%	75%	0.70	63%	37%	0.94
Trip Generation Summary									
Description		**Intensity**	**Units[2]**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Uses									
Affordable Housing - Family (Inside TPA Area)		25	DU	4	8	12	5	4	9
Multifamily Housing (Mid-Rise)		1	DU	0	0	0	0	0	0
Transit/Walk Adjustment				0	0	0	0	0	0
Proposed Project Vehicle Trips				**4**	**8**	**12**	**5**	**4**	**9**
Existing Use									
Single-Family Detached Housing		1	DU	0	1	1	1	0	1
Transit/Walk Adjustment				0	0	0	0	0	0
Existing Use Vehicle Trips				**0**	**1**	**1**	**1**	**0**	**1**
Net Project Vehicle Trips				**4**	**7**	**11**	**4**	**4**	**8**

Notes:

1) LADOT *Transportation Assessment Guidelines* (August 2022) trip generation rates for affordable housing projects inside Transit Priority Areas, as given therein in Table 3.3-2, were applied for "Family" type housing to develop baseline vehicle trip estimates for the proposed affordable land use component. ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates were applied for Land Use Code 221 (Multifamily Housing [Mid-Rise]) and Land Use Code 210 (Single-Family Detached Housing) to develop the baseline vehicle trip estimates for the proposed manager unit and existing land use, respectively. Where applicable, the General/Suburban setting was selected as a conservative measure for the Project location. Transit and walk/bicycle trip adjustments were conservatively not applied to the baseline vehicle trip calculations.

2) DU = dwelling unit.

As shown in Table 1, based on the ITE and LADOT trip rates, the Project will generate 11 net vehicle trips during the AM peak hour and 8 net vehicle trips during the PM peak hour. The results from the VMT Calculator show that the Project will generate fewer than 250 net daily vehicle trips and that the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG. The peak-hour trip generation summary in Table 1 further shows that the Project is unlikely to lead to a substantial increase in vehicle travel during the weekday peak hours.

PROJECT TRANSPORTATION IMPACTS

Per the TAG, a TA is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. The Project is estimated to generate fewer than 250 net daily vehicle trips. Thus, the Project is not expected to result in significant impacts to the surrounding transportation system and neither a TA nor further analysis of transportation impacts is required for the Project.

Please contact me if you have any questions.

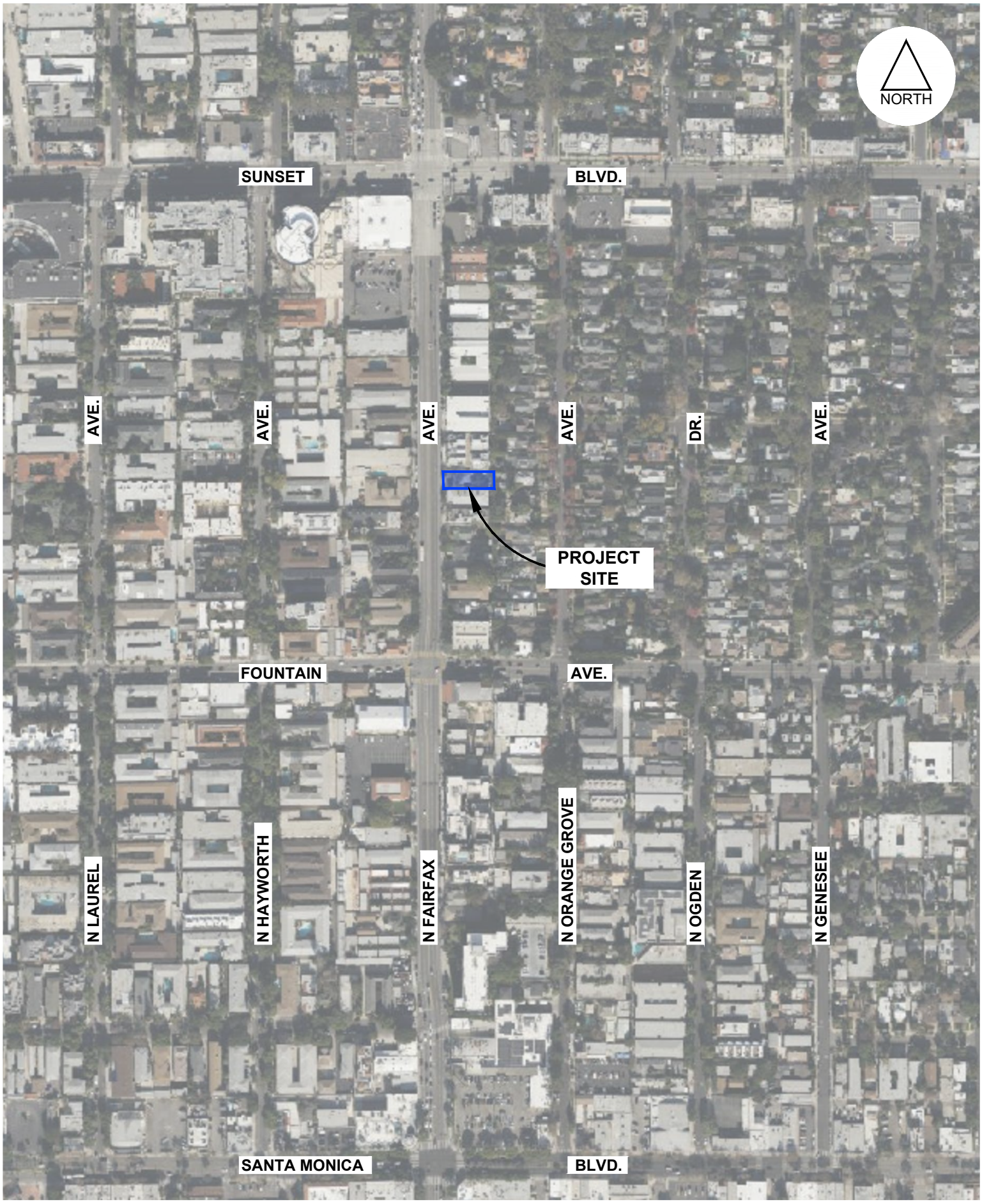
Sincerely,

Ryan J. Kelly, TE
Senior Engineer
TR 2547

RK/ay

ATTACHMENT 1

PROJECT SITE LOCATION MAP



ATTACHMENT 1

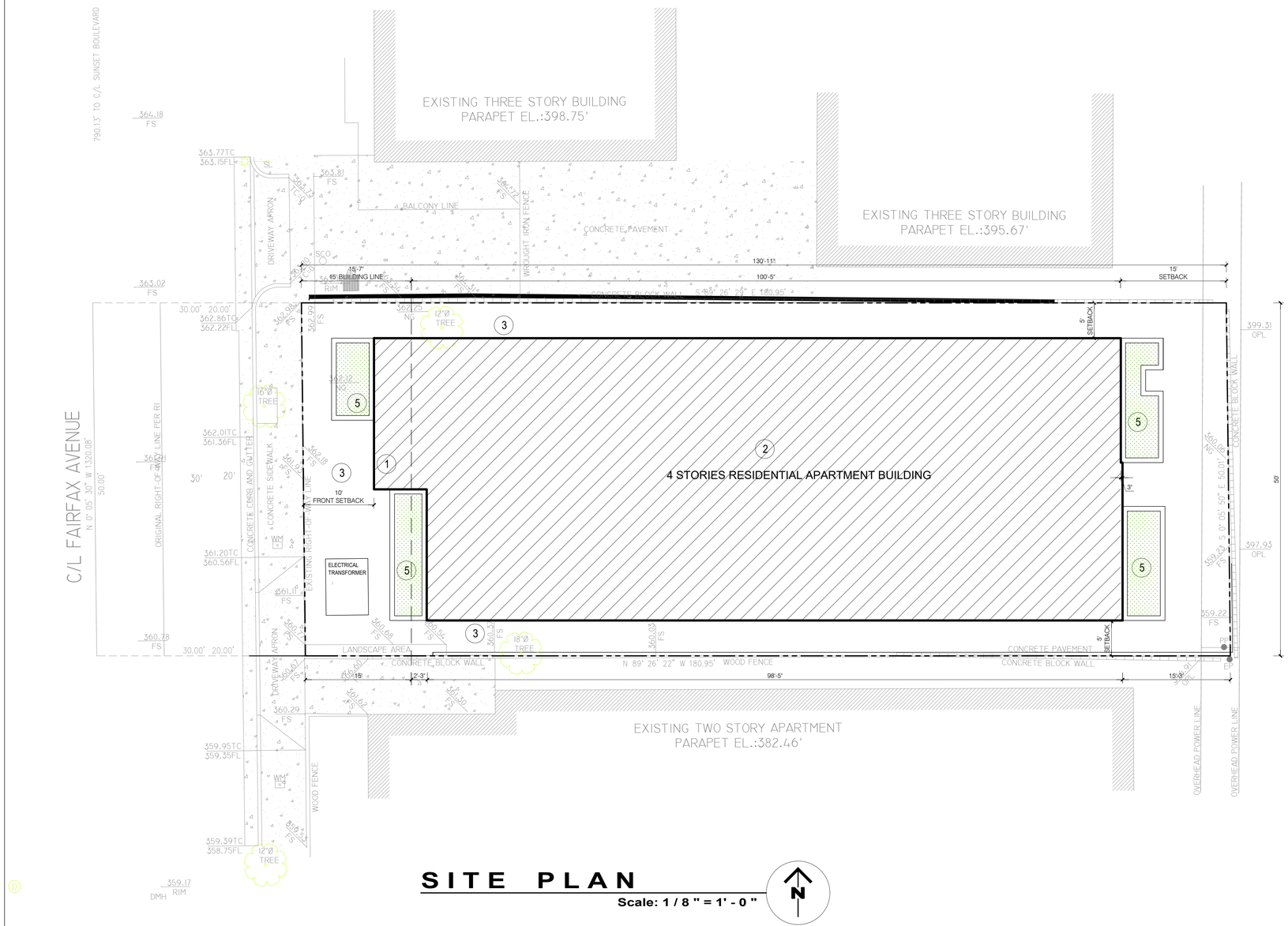
08/02/2023
FN: JC38118\PROJ-SITE LOCATION

PROJECT SITE LOCATION MAP

300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

ATTACHMENT 2

PROJECT SITE PLAN



SITE PLAN

Scale: 1 / 8 " = 1' - 0 "

GRAPHIC SCALE 6 0 1

LEGEND

1. BUILDING ENTRANCE
2. 4 STORIES RESIDENTIAL APARTMENT BUILDING
3. WALKWAY
4. SHORT-TERM BICYCLE PARKING, 2'X6', 3-WILL BE PROVIDED
5. LANDSCAPING
6. STORMWATER PLANTER
7. FOR IRRIGATION CONTROLLER (4.304.1) REFER TO N-1 GB SHEET
8. REQUIRED TREES: 63 / 4 =16 TREES MIN

F.D.C.

NOTES

1. "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3,3202.3.4,3306).

GA ENGINEERING INC.

6747 ODESSA AVENUE
VAN NUYS, CA 91406

Phone: (818) 758-0018
Cell: (818) 203-3336
gaengineeringinc@gmail.com

REVISION	BY

OWNER

STEVEN TAYLORTAYLOR EQUITIES
3995 INGLEWOOD BLVD.,
LOS ANGELES, CA 90063

PROJECT

1346 N. FAIRFAX AVE
LOS ANGELES, CA. 90046

DRAWING TITLE

SITE PLAN

DATE:	Jun, 6, 23
SCALE:	1 / 8 "
DRAWN:	TE
APPROVED:	
JOB :	23-1108
SHEET:	A-1.0
	SHEETS

ATTACHMENT 3

VMT CALCULATOR SCREENING OUTPUT REPORT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

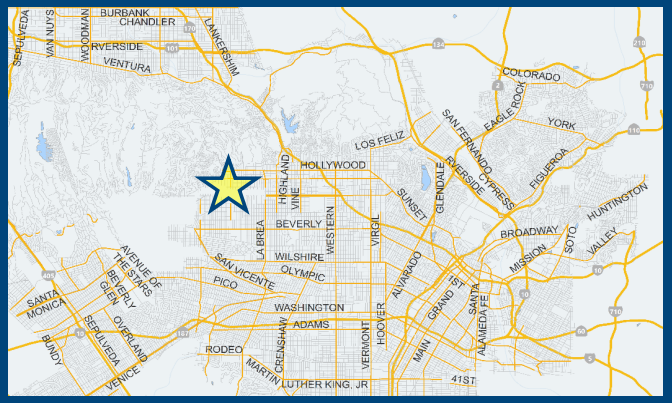
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1346 N Fairfax Ave Affordable Housing

Scenario: With Project

Address: 1346 N FAIRFAX AVE, 90046



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	1	DU
Housing | Single Family	1	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	1	DU
Housing | Multi-Family	1	DU
Housing | Affordable Housing - Family	25	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
6 Daily Vehicle Trips	107 Daily Vehicle Trips
37 Daily VMT	650 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	101 Net Daily Trips
The net increase in daily VMT ≤ 0	613 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

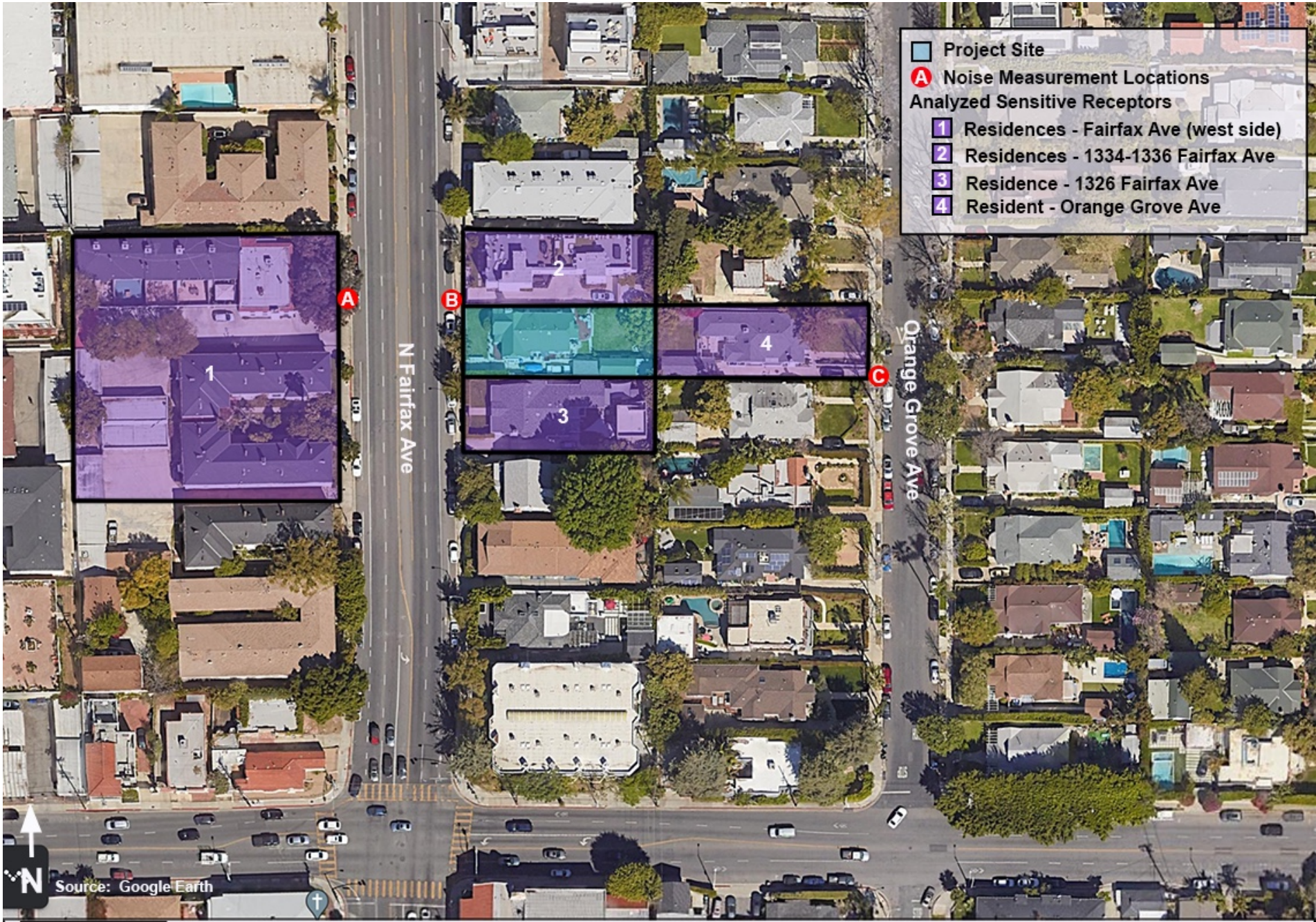
Measuring the Miles

7/31/2023

APPENDIX C – NOISE TECHNICAL DATA

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

8/16/2023

Information Panel

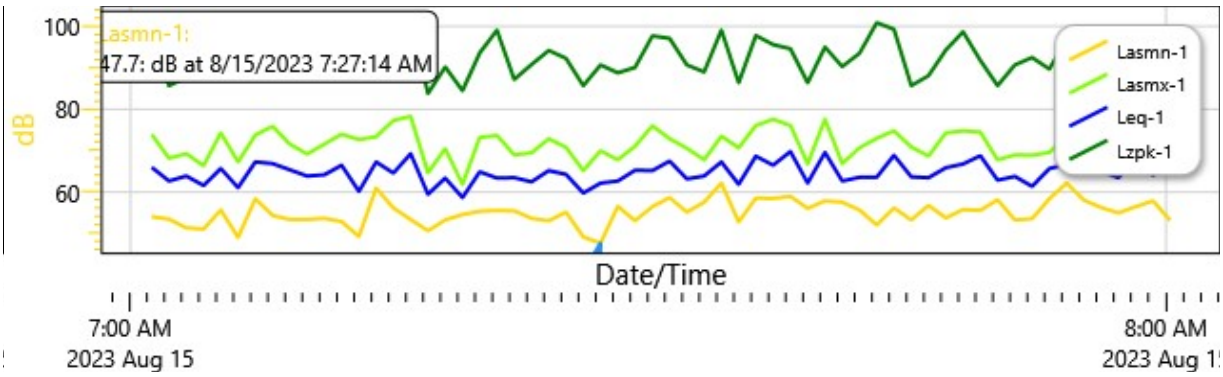
Name	Fairfax Avenue (west side)
Comments	
Start Time	8/15/2023 7:00:14 AM
Stop Time	8/15/2023 8:00:18 AM
Run Time	01:00:04
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Fairfax Avenue (west side): Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 7:01:14 AM	97.8	54.1	73.9	66
7:02:14 AM	85.7	53.5	68.2	62.7
7:03:14 AM	87.7	51.4	69.3	63.9
7:04:14 AM	91.3	51.1	66.4	61.6
7:05:14 AM	97.4	55.7	74.3	65.7
7:06:14 AM	87.9	49.1	67.3	61.1
7:07:14 AM	94.5	58.4	73.8	67.3
7:08:14 AM	95.4	54.4	75.9	66.9
7:09:14 AM	94.7	53.4	71.6	65.4
7:10:14 AM	93.9	53.4	69.2	63.9
7:11:14 AM	93.1	53.7	71.6	64.2
7:12:14 AM	94.1	52.9	74	66.5
7:13:14 AM	92.1	49.3	72.7	60.2
7:14:14 AM	92.9	61	73.4	67.3
7:15:14 AM	95.4	56.2	77.3	64.6
7:16:14 AM	102.4	53.4	78.3	69.3
7:17:14 AM	83.8	50.7	64.7	59.5
7:18:14 AM	90.2	53.3	70.5	63.4
7:19:14 AM	84.5	54.6	61.9	58.7
7:20:14 AM	93.6	55.4	73.2	64.9
7:21:14 AM	99.1	55.6	73.7	63.4
7:22:14 AM	87.2	55.5	69	63.5
7:23:14 AM	90.8	53.7	69.5	62.5
7:24:14 AM	94.2	53.1	72.9	65.2
7:25:14 AM	92.3	55.2	70.8	64.3
7:26:14 AM	85.7	49.2	65.2	59.8
7:27:14 AM	90.7	47.7	70	62.2
7:28:14 AM	88.8	56.6	67.8	62.7
7:29:14 AM	90.1	53.1	71.1	65.3
7:30:14 AM	97.7	56.5	76	65.2
7:31:14 AM	97.1	58.7	72.9	67.5
7:32:14 AM	90.7	55.2	70.6	63.2
7:33:14 AM	89	57.6	67.8	63.9
7:34:14 AM	99.1	62.2	73.5	67.3
7:35:14 AM	86.4	52.8	70.7	61.9

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7:36:14 AM	97.8	58.6	76.1	68.7
7:37:14 AM	95.6	58.5	77.6	66.5
7:38:14 AM	94.6	59	76.1	69.8
7:39:14 AM	86.4	56.1	66.8	62.2
7:40:14 AM	95	57.9	77.6	69.6
7:41:14 AM	90.3	57.6	66.9	62.7
7:42:14 AM	93.5	55.7	70.7	63.6
7:43:14 AM	100.9	52.1	73	63.6
7:44:14 AM	99.3	56.2	74.8	68.9
7:45:14 AM	85.7	53.3	70.9	63.7
7:46:14 AM	88.1	56.8	68.7	63.5
7:47:14 AM	94.3	53.8	74.3	65.9
7:48:14 AM	98.7	55.8	74.8	66.8
7:49:14 AM	91.8	55.6	74.5	68.8
7:50:14 AM	85.7	58.2	67.8	62.9
7:51:14 AM	90.7	53.3	69	63.8
7:52:14 AM	92.5	53.6	68.9	61.4
7:53:14 AM	89.7	58.4	69.6	65.7
7:54:14 AM	96.9	62.2	73.6	66.7
7:55:14 AM	96.5	58.1	71.8	65.4
7:56:14 AM	89.5	56.3	70.3	65.1
7:57:14 AM	87.5	55	71.5	63.5
7:58:14 AM	93	56.5	73.4	68.5
7:59:14 AM	90.8	57.9	70.3	64.1
8:00:14 AM	96.9	53.2	74.8	67.4

Session Report

8/16/2023

Information Panel

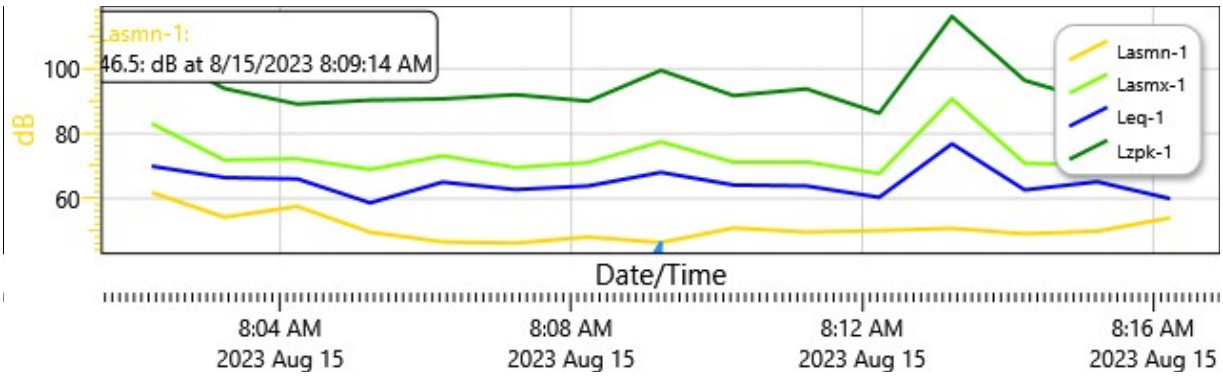
Name	1334-1336 Fairfax Avenue
Comments	
Start Time	8/15/2023 8:01:14 AM
Stop Time	8/15/2023 8:16:21 AM
Run Time	00:15:07
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

1334-1336 Fairfax Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 8:02:14 AM	105.5	61.9	83.1	70
8:03:14 AM	93.9	54.3	71.9	66.5
8:04:14 AM	89.1	57.6	72.3	66.1
8:05:14 AM	90.3	49.7	69	58.7
8:06:14 AM	90.7	46.7	73.2	65.1
8:07:14 AM	92	46.3	69.6	62.8
8:08:14 AM	90	48.2	71.1	63.9
8:09:14 AM	99.5	46.5	77.5	68.1
8:10:14 AM	91.7	51	71.2	64.2
8:11:14 AM	93.8	49.7	71.3	63.9
8:12:14 AM	86.3	50.2	67.7	60.4
8:13:14 AM	116.1	50.9	90.7	76.9
8:14:14 AM	96.4	49.2	70.9	62.7
8:15:14 AM	89.8	50	70.4	65.2
8:16:14 AM	88.1	54.1	68.6	60

Session Report

8/16/2023

Information Panel

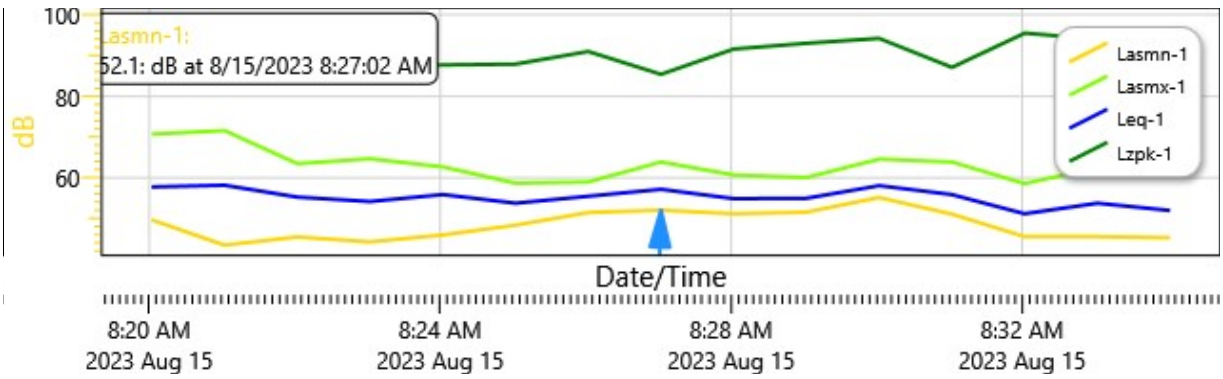
Name	Orange Grove Avenue
Comments	
Start Time	8/15/2023 8:19:02 AM
Stop Time	8/15/2023 8:34:42 AM
Run Time	00:15:40
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Orange Grove Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 8:20:02 AM	91.9	49.7	70.7	57.8
8:21:02 AM	99.1	43.5	71.6	58.2
8:22:02 AM	86.6	45.5	63.5	55.3
8:23:02 AM	87	44.3	64.7	54.2
8:24:02 AM	87.7	46	62.7	55.9
8:25:02 AM	87.9	48.4	58.7	53.8
8:26:02 AM	91	51.5	59	55.5
8:27:02 AM	85.4	52.1	63.9	57.2
8:28:02 AM	91.6	51.2	60.7	54.9
8:29:02 AM	93	51.6	60.1	55
8:30:02 AM	94.2	55.2	64.6	58.1
8:31:02 AM	87.1	51.1	63.9	55.9
8:32:02 AM	95.5	45.6	58.6	51.2
8:33:02 AM	94	45.6	62.5	53.8
8:34:02 AM	86.3	45.3	63	52

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	521 m²	Lw/unit	109.7	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	Residences - 1342 Fairfax Av	11374416.1	3773611.64	West	GF	112.17	-	-	63.9	0.0	-	-
2	Residences - 1350 Fairfax Av	11374416.6	3773636.82	West	GF	113.86	-	-	62.1	0.0	-	-
3	Residences - Fairfax Ave (we	11374385.7	3773627.64	East	GF	114.45	-	-	66.8	0.0	-	-
4	Residences - Orange Grove A	11374488.4	3773623.45	East	GF	111.78	-	-	47.6	0.0	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
Residences - 1342 Fairfax Ave	GF		63.9	0.0
Construction Site		-	63.9	-
Residences - 1350 Fairfax Ave.	GF		62.1	0.0
Construction Site		-	62.1	-
Residences - Fairfax Ave (west side)	GF		66.8	0.0
Construction Site		-	66.8	-
Residences - Orange Grove Ave.	GF		47.6	0.0
Construction Site		-	47.6	-

1346 North Fairfax Avenue

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 65

0 12.5 25 50 75 100 feet

DouglasKim+Associates,LLC

Construction Noise Impacts

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Fairfax Ave (west side)	65.4	66.8	69.2	3.8	**No**
Residences - 1350 Fairfax Ave.	68.0	62.1	69.0	1.0	**No**
Residences - 1342 Fairfax Ave.	68.0	63.9	69.4	1.4	**No**
Residences- Orange Grove Ave.	55.7	47.6	56.3	0.6	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	15.5	25	1.2%
Site Preparation	5	0	8.6	14	0.6%
Grading	7.5	0	0.0	8	0.3%
Trenching	2.5	0		3	0.1%
Building Construction	18.7	7.6		26	1.2%
Architectural Coatings	3.74	0		3.74	0.2%
Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are a blend of vehicle types with a 9.5					

2,198 Traffic Volumes on Fairfax Avenue at Sunset Boulevard in the peak A.M. hour

DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

Counter	ARMANDO
Date	05/22/17
Start Time	12 AM

Location	**FAIRFAX AV AT SUNSET BL**	**Day of Week**	MONDAY	**Prepared**	05/23/17
Direction	N/S STREET	**DOT District**	HOLLYWOOD	**By**	AMS
Serial Number	RD23446 D	**Weather**	CLEAR		

	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					
Time	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	**TOTAL**
12 AM	96	55	41	56	248	31	41	36	30	138	386
1 AM	39	38	32	27	136	20	18	25	26	89	225
2 AM	30	24	22	18	94	11	14	9	8	42	136
3 AM	12	13	15	13	53	7	10	8	18	43	96
4 AM	11	12	14	8	45	9	14	28	48	99	144
5 AM	16	16	32	47	111	46	64	117	155	382	493
6 AM	44	50	71	98	263	213	239	239	299	990	1253
7 AM	110	146	164	207	627	291	282	308	290	1171	1798
8 AM	223	219	230	220	892	324	303	268	284	1179	2071
9 AM	199	224	214	207	844	295	284	272	254	1105	1949
10 AM	207	203	201	177	788	254	261	262	250	1027	1815
11 AM	200	197	195	210	802	244	225	234	247	950	1752
12 NN	223	255	230	209	917	217	230	199	244	890	1807
1 PM	236	239	256	286	1017	210	218	214	200	842	1859
2 PM	251	245	263	266	1025	228	197	216	226	867	1892
3 PM	259	265	294	306	1124	199	200	216	224	839	1963
4 PM	294	320	312	319	1245	216	221	187	209	833	2078
5 PM	319	353	340	321	1333	207	231	220	245	903	2236
6 PM	310	329	341	301	1281	208	241	218	224	891	2172
7 PM	261	293	263	239	1056	206	227	203	226	862	1918
8 PM	229	219	236	217	901	171	170	168	183	692	1593
9 PM	219	206	199	183	807	148	135	162	101	546	1353
10 PM	153	153	132	123	561	127	100	105	79	411	972
11 PM	133	87	104	103	427	50	60	58	46	214	641

FIRST 12-HOURS PEAK QUARTER COUNT	**230**	8 AM	3RD	**324**	8 AM	1ST
LAST 12-HOURS PEAK QUARTER COUNT	**353**	5 PM	2ND	**245**	5 PM	4TH
24 HOUR VEHICLES TOTAL		16,597			16,005	**32,602**
TOTAL VEHICLES STANDARD DEVIATION (STD)	[+,-]	413.08		[+,-]	377.89	737.40

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	892	8 AM	1,179	8 AM	**2,071**
Last 12H Peak	5 PM	1,333	5 PM	903	5 PM	**2,236**
First 12H Peak STD	[+,-]	333.81	[+,-]	480.27	[+,-]	791.00
Last 12H Peak STD	[+,-]	264.02	[+,-]	215.24	[+,-]	467.80

TRAFFIC VOLUME ADJUSTMENTS

North/South	Fairfax Avenue
East/West	Sunset Boulevard
Year	2017
Hour	8:00-9:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FAIRFAX.SUNSET.170522-AUTO.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	892	1179				1.07%

2022	892	1,179		-	2,071	
2023	901	1,191	-	-	2,092	
2024	910	1,203	-	-	2,113	
2025	919	1,215	-	-	2,134	
2026	928	1,227	-	-	2,155	
2027	938	1,239	-	-	2,177	
2028	**947**	**1,252**	**-**	**-**	**2,198**	**-**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	773	1,022	-	-	6,048,810	82.5%
MDT	120	159	-	-	940,092	12.8%
HDT	3	4	-	-	25,348	0.3%
Buses	1	2	-	-	9,386	0.1%
MCY	21	28	-	-	167,287	2.3%
Aux	18	24	-	-	142,856	1.9%
Total	938	1,239	-	-	7,333,779	100.0%

DouglasKim+Associates,LLC

CUMULATIVE PROJECTS

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 55790
Address: 1346 N Fairfax Ave
Los Angeles, CA 90046
Lat/Long: 34.0958, -118.361

Buffer Radius: 1500 feet
Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

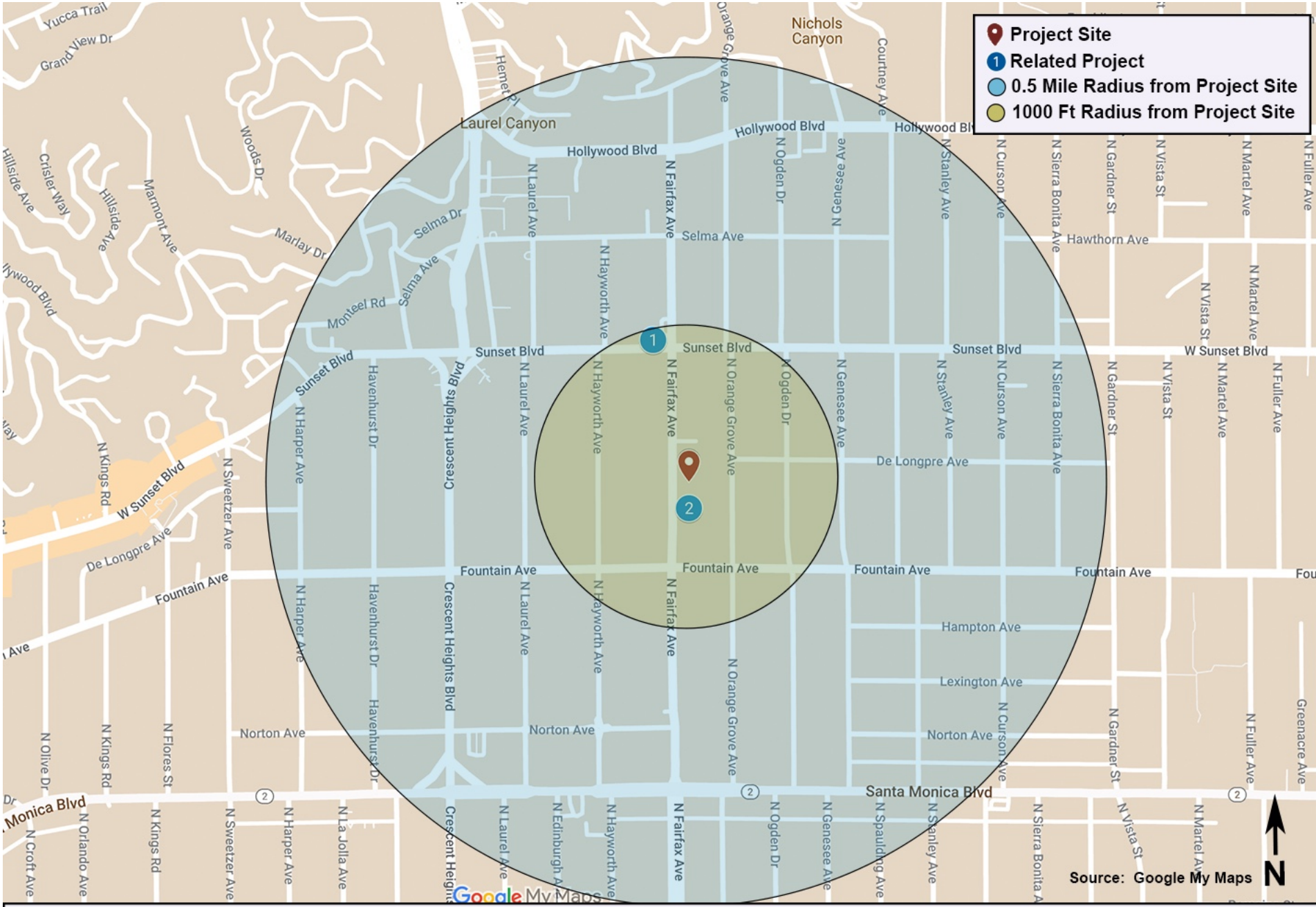
Record Count: 1 | Record Per Page: All Records

Results generated since: (7/13/2023 5:18:13 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)
49891	Metro	HWD	4	2020	Mixed-Use	62 Apartments (5 affordable), 3 KSF high-turnover restaurant,..(below)	7901 W Sunset bl	05/21/2020	870.1

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	57	-1	-2	-257	-3	2	3	-5	Total includes credit for existing use.
Apartments	Total Units	5								affordable
Other	S.F. Gross Area	3000								land use=high-turnover restaurant
Retail	S.F. Gross Area	1452								
Other	S.F. Gross Area	2000								land use= fast food
			-1	**-2**	**-257**		**-3**	**2**	**3**	**-5**



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CUMULATIVE CONSTRUCTION NOISE IMPACTS

DouglasKim+Associates,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Related Proejct - 1332 Fairfax Ave.	554 m²	Lw/unit	109.7	-	-	-	-
Construction Site	512 m²	Lw/unit	109.7	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	Residences - 1326 Fairfax Av	11374418.6	3773563.28	West	GF	110.08	-	-	64.8	0.0	-	-
2	Residences - 1334 Fairfax Av	11374418.0	3773588.61	West	GF	111.49	-	-	62.6	0.0	-	-
3	Residences - Fairfax Ave (we	11374385.0	3773570.50	East	GF	111.56	-	-	68.1	0.0	-	-
4	Residences - Orange Grove A	11374485.9	3773576.93	East	GF	110.28	-	-	49.9	0.0	-	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
Residences - 1326 Fairfax Ave	GF		64.8	0.0
Construction Site		-	64.6	-
Related Project - 1346 Fairfax Ave.		-	50.3	-
Residences - 1334 Fairfax Ave	GF		62.6	0.0
Construction Site		-	61.1	-
Related Project - 1346 Fairfax Ave.		-	57.2	-
Residences - Fairfax Ave (west side)	GF		68.1	0.0
Construction Site		-	67.3	-
Related Project - 1346 Fairfax Ave.		-	60.5	-
Residences - Orange Grove Ave.	GF		49.9	0.0
Construction Site		-	48.0	-
Related Project - 1346 Fairfax Ave.		-	45.6	-

1346 North Fairfax Avenue

Signs and symbols

Building

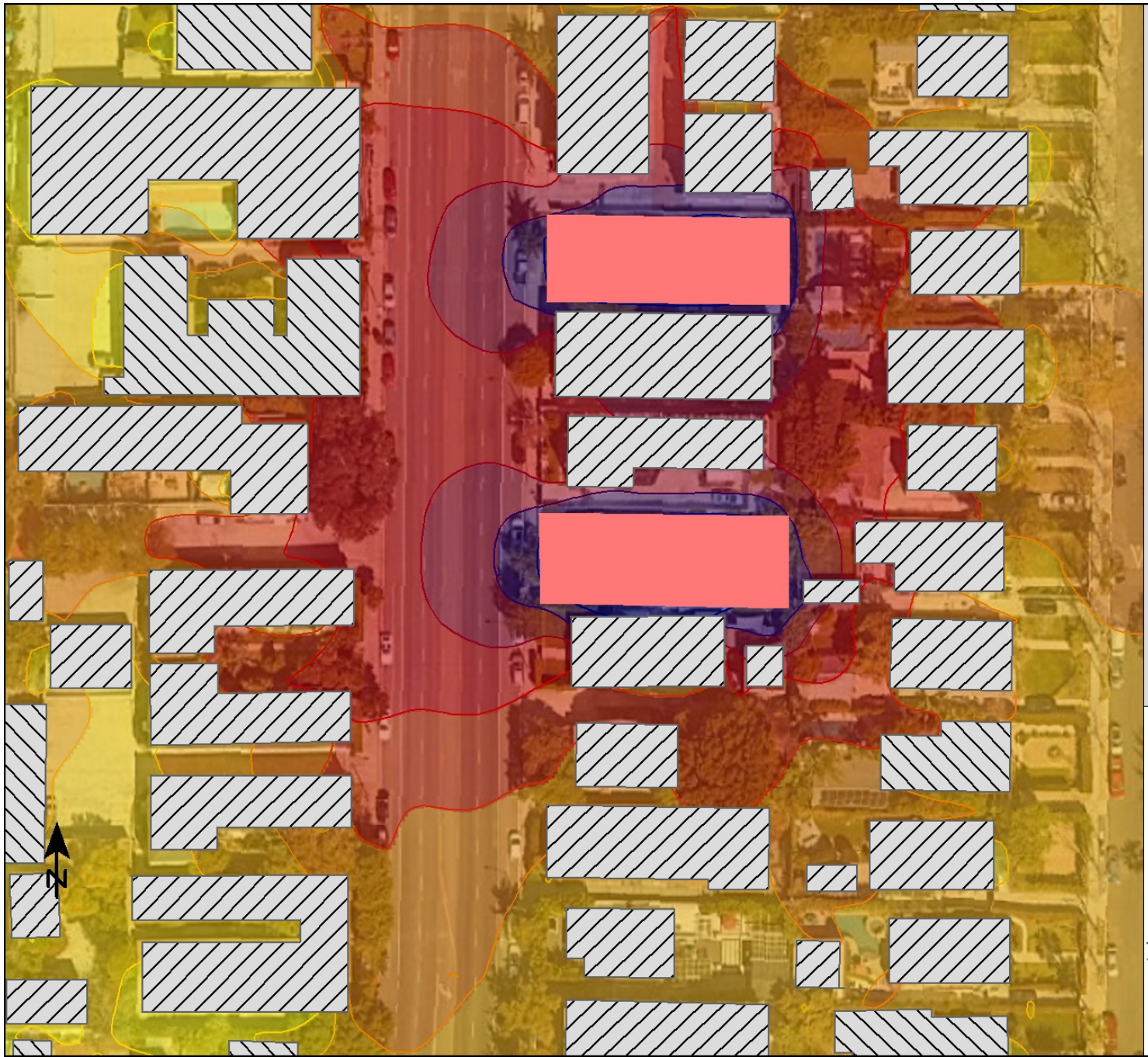
Analyzed Sensitive Receptor

Construction Site

1 : 65

0 12.5 25 50 75 100 feet

DouglasKim+Associates,LLC



1346 North Fairfax Avenue

Signs and symbols

Building

Construction Site

Levels in dB(A)

< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80

1 : 65

0 12.5 25 50 75 100 feet

DouglasKim+Associates,LLC

Cumulative Construction Noise Impacts

DouglasKim+Associates,LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Fairfax Ave (west side)	65.4	68.1	70.0	4.6	**No**
Residences - 1350 Fairfax Ave.	68.0	62.6	69.1	1.1	**No**
Residences - 1342 Fairfax Ave.	68.0	68.1	71.1	3.1	**No**
Residences- Orange Grove Ave.	55.7	49.9	56.7	1.0	**No**

Note: Sound Power Level (Lw) assumes full sphere propagation

APPENDIX D – AIR QUALITY TECHNICAL DATA

DouglasKim+Associates,LLC

FUTURE EMISSIONS

1346 North Fairfax Avenue (Future) Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1346 North Fairfax Avenue (Future)
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	19.6
Location	1332 N Fairfax Ave, West Hollywood, CA 90046, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4347
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.18

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	26.0	Dwelling Unit	0.15	15,281	567	—	63.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.69	5.32	8.29	0.01	0.22	0.27	0.49	0.20	0.06	0.26
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.43	3.78	5.50	0.01	0.16	0.26	0.42	0.14	0.08	0.23
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.69	1.00	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—

2025	0.60	5.32	8.29	0.01	0.22	0.27	0.49	0.20	0.06	0.26
2026	4.69	4.97	8.16	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
2026	0.56	4.99	7.98	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.43	3.78	5.50	0.01	0.16	0.26	0.42	0.14	0.08	0.23
2026	0.40	1.21	1.95	< 0.005	0.05	0.06	0.11	0.04	0.02	0.06
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.69	1.00	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04
2026	0.07	0.22	0.36	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

2.3. Construction Emissions by Year, Mitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	0.60	5.32	8.29	0.01	0.22	0.27	0.49	0.20	0.06	0.26
2026	4.69	4.97	8.16	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.1	10.5	0.02	0.46	2.17	2.63	0.43	1.02	1.45
2026	0.56	4.99	7.98	0.01	0.19	0.27	0.46	0.17	0.06	0.24
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.43	3.78	5.50	0.01	0.16	0.26	0.42	0.14	0.08	0.23
2026	0.40	1.21	1.95	< 0.005	0.05	0.06	0.11	0.04	0.02	0.06
Annual	—	—	—	—	—	—	—	—	—	—

2025	0.08	0.69	1.00	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04
2026	0.07	0.22	0.36	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.82	0.29	3.80	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Mit.	0.81	0.22	3.77	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
% Reduced	< 0.5%	23%	1%	—	56%	—	1%	59%	—	4%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.68	0.29	2.19	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Mit.	0.68	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
% Reduced	1%	22%	1%	—	61%	—	1%	63%	—	4%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.77	0.30	3.23	0.01	0.01	0.45	0.46	0.01	0.12	0.12
Mit.	0.76	0.23	3.20	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
% Reduced	< 0.5%	22%	1%	—	58%	—	1%	60%	—	4%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.05	0.59	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Mit.	0.14	0.04	0.58	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
% Reduced	< 0.5%	22%	1%	8%	58%	—	1%	60%	—	4%

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.82	0.29	3.80	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.68	0.29	2.19	0.01	0.01	0.46	0.47	0.01	0.12	0.13
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.22	2.19	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
Area	0.44	0.01	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.77	0.30	3.23	0.01	0.01	0.45	0.46	0.01	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—

Mobile	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Area	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.14	0.05	0.59	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

2.6. Operations Emissions by Sector, Mitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.81	0.22	3.77	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Area	0.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	0.68	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	0.32	0.22	2.19	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
Area	0.44	0.01	1.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.76	0.23	3.20	< 0.005	< 0.005	0.45	0.46	< 0.005	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Area	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.14	0.04	0.58	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.15	0.15	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.13	0.39	0.01	0.01	0.26	0.27	0.01	0.07	0.08
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.2. Demolition (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.15	0.15	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.13	0.39	0.01	0.01	0.26	0.27	0.01	0.07	0.08
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.3. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.49	0.17	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.4. Site Preparation (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.49	0.17	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

3.5. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	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	0.04	0.41	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02

Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	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	0.04	0.41	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.30	3.01	4.06	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.74	< 0.005	0.02	—	0.02	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
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.30	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.68	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.30	3.01	4.06	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.74	< 0.005	0.02	—	0.02	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
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.30	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.09	1.10	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.06	0.68	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	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	0.12	1.12	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.21	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	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	0.12	1.12	1.61	< 0.005	0.04	—	0.04	0.04	—	0.04
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.21	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.03	0.00	0.00	0.24	0.24	0.00	0.06	0.06
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	4.55	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2026) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	4.55	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.26	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.24	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Trenching (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Trenching (2025) - Mitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Total	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

4.1.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.33	0.21	2.30	0.01	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Total	0.32	0.23	2.17	< 0.005	< 0.005	0.46	0.47	< 0.005	0.12	0.12
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02
Total	0.06	0.04	0.40	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.2. Electricity Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.2.4. Natural Gas Emissions By Land Use - Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Total	0.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.06	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3.2. Mitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.48	0.01	1.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.33	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—
Total	0.35	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.06	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.08	< 0.005	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

4.7.2. Mitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

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

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

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

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

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/8/2025	5.00	6.00	—
Site Preparation	Site Preparation	1/9/2025	1/16/2025	5.00	6.00	—
Grading	Grading	1/17/2025	2/6/2025	5.00	15.0	—
Building Construction	Building Construction	3/8/2025	4/29/2026	5.00	298	—
Architectural Coating	Architectural Coating	4/30/2026	5/28/2026	5.00	21.0	—
Trenching	Trenching	2/7/2025	3/7/2025	5.00	21.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2

Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	7.00	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	3.00	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	18.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.78	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.74	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT

Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	7.00	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	3.00	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	18.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.78	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	3.74	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	30,944	10,315	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,492	—
Site Preparation	—	—	3.00	0.00	—
Grading	—	—	11.3	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%

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
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	107	104	104	38,773	652	633	633	236,091

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	107	104	104	38,773	652	633	633	236,091

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	26
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	26
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
30944.024999999998	10,315	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.10.4. Landscape Equipment - Mitigated

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	85,371	690	0.0489	0.0069	258,059

5.11.2. Mitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	86,812	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	969,119	9,719

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	969,119	9,719

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	15.7	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	15.7	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.15.2. Mitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

5.18.2.2. Mitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

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

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	62.5
AQ-PM	67.8
AQ-DPM	52.7
Drinking Water	92.5
Lead Risk Housing	59.1
Pesticides	0.00
Toxic Releases	71.6
Traffic	72.1
Effect Indicators	—
CleanUp Sites	58.2
Groundwater	44.3
Haz Waste Facilities/Generators	40.9
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	20.5
Cardio-vascular	56.5
Low Birth Weights	30.1
Socioeconomic Factor Indicators	—
Education	0.00
Housing	81.3
Linguistic	50.5
Poverty	52.9

Unemployment	80.4

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	51.61041961
Employed	96.24021558
Median HI	44.86077249
Education	—
Bachelor's or higher	88.66931862
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	28.16630309
Active commuting	75.79879379
Social	—
2-parent households	99.56371102
Voting	29.96278712
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	93.94328243
Supermarket access	94.25125112
Tree canopy	37.05889901
Housing	—
Homeownership	14.39753625

Housing habitability	16.84845374
Low-inc homeowner severe housing cost burden	15.89888361
Low-inc renter severe housing cost burden	42.89747209
Uncrowded housing	85.268831
Health Outcomes	—
Insured adults	48.58206082
Arthritis	85.3
Asthma ER Admissions	77.6
High Blood Pressure	82.7
Cancer (excluding skin)	40.8
Asthma	65.7
Coronary Heart Disease	79.3
Chronic Obstructive Pulmonary Disease	79.3
Diagnosed Diabetes	93.4
Life Expectancy at Birth	71.0
Cognitively Disabled	22.1
Physically Disabled	59.0
Heart Attack ER Admissions	32.8
Mental Health Not Good	68.6
Chronic Kidney Disease	90.3
Obesity	63.7
Pedestrian Injuries	81.4
Physical Health Not Good	81.0
Stroke	84.7
Health Risk Behaviors	—
Binge Drinking	5.5
Current Smoker	63.8

No Leisure Time for Physical Activity	91.6
Climate Change Exposures	—
Wildfire Risk	19.1
SLR Inundation Area	0.0
Children	84.9
Elderly	40.9
English Speaking	56.7
Foreign-born	55.4
Outdoor Workers	90.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	12.7
Traffic Density	79.9
Traffic Access	87.4
Other Indices	—
Hardship	5.7
Other Decision Support	—
2016 Voting	38.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	75.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans. Population based on 2.42 persons per dwelling unit per Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Trips and VMT	2,501 sf of landscaping removed during site preparation
Operations: Vehicle Data	—
Operations: Hearths	Project plans

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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites

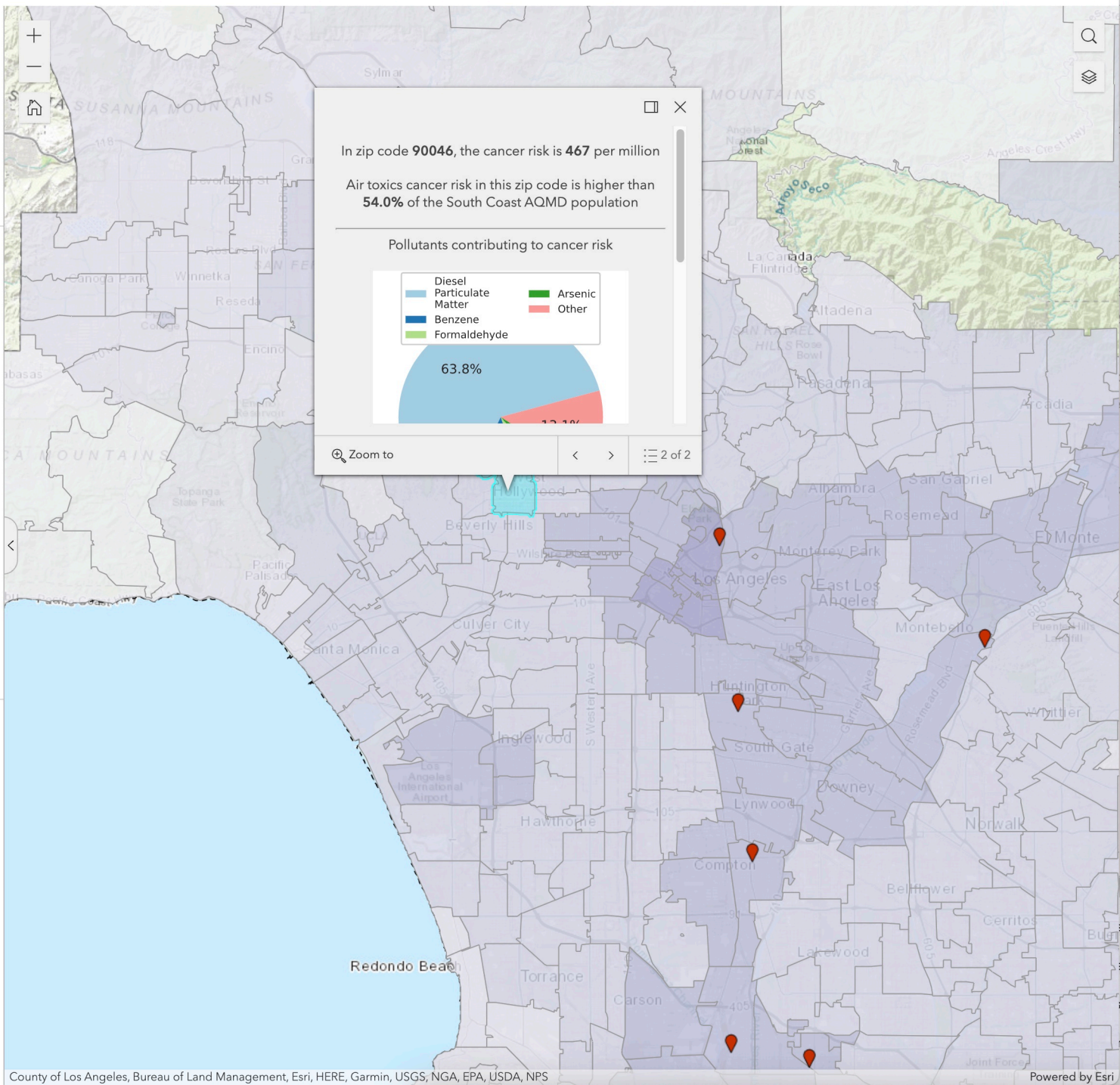
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

South Coast AQMD Boundary

The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.



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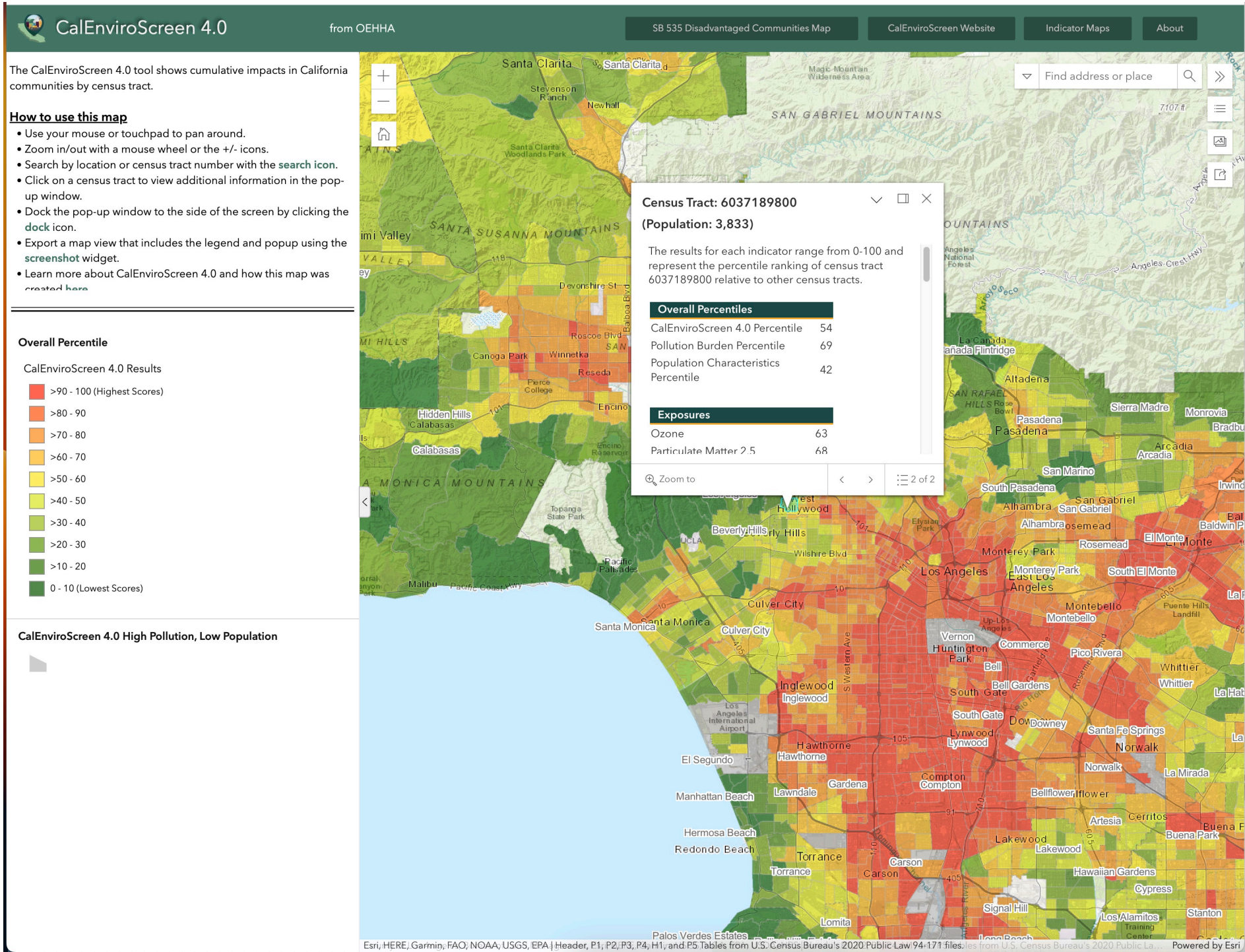
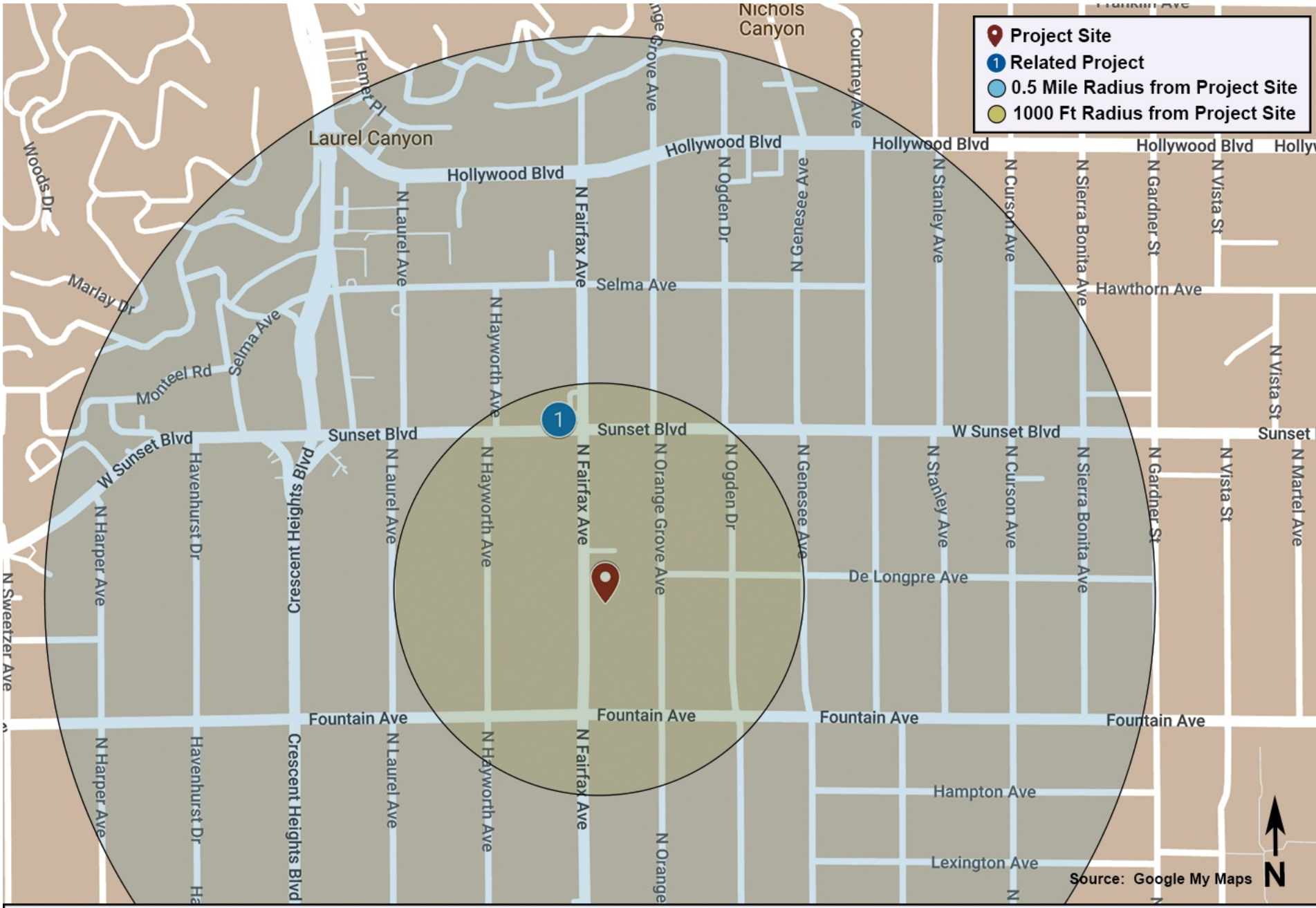
CALENVIROSCREEN 4.0 OUTPUT


CalEnviroScreen 4.0
from OEHHA
SB 535 Disadvantaged Communities Map
CalEnviroScreen Website
Indicator Maps
About
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.
How to use this map
• Use your mouse or touchpad to pan around.
• Zoom in/out with a mouse wheel or the +/- icons.
• Search by location or census tract number with the search icon.
• Click on a census tract to view additional information in the pop-up window.
• Dock the pop-up window to the side of the screen by clicking the dock icon.
• Export a map view that includes the legend and popup using the screenshot widget.
• Learn more about CalEnviroScreen 4.0 and how this map was created here
Overall Percentile
CalEnviroScreen 4.0 Results
>90 - 100 (Highest Scores)
>80 - 90
>70 - 80
>60 - 70
>50 - 60
>40 - 50
>30 - 40
>20 - 30
>10 - 20
0 - 10 (Lowest Scores)
CalEnviroScreen 4.0 High Pollution, Low Population
Find address or place
Census Tract: 6037189800
(Population: 3,833)
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037189800 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 54
Pollution Burden Percentile 69
Population Characteristics Percentile 42
Exposures
Ozone 63
Particulate Matter 2.5 68
Zoom to
2 of 2
Santa Clarita
Stevenson Ranch
Newhall
Santa Clarita Woodlands Park
SAN GABRIEL MOUNTAINS
SANTA SUSANNA MOUNTAINS
SANTA MONICA MOUNTAINS
Devonshire St
Roscoe Blvd
Canoga Park
Winnetka
Reseda
Pierce College
Encino
Hidden Hills
Calabasas
Topanga State Park
Malibu
Pacific Coast Hwy
Pacific Palisades
Beverly Hills
UCLA
Wilshire Blvd
Hollywood
Culver City
Santa Monica
Los Angeles
Pasadena
Altadena
Sierra Madre
Monrovia
Arcadia
San Marino
South Pasadena
Alhambra
San Gabriel
Rosemead
El Monte
Monterey Park
South El Monte
East Los Angeles
Montebello
Commerce
Vernon
Huntington Park
Bell
Bell Gardens
Pico Rivera
Whittier
Inglewood
South Gate
Downey
Lynwood
Santa Fe Springs
Norwalk
Hawthorne
El Segundo
Compton
Gardena
Lawndale
Manhattan Beach
Hermosa Beach
Redondo Beach
Torrance
Carson
Lakewood
Artesia
Cerritos
Buena Park
La Mirada
Bellflower
Hawaiian Gardens
Cypress
Signal Hill
Long Beach
Los Alamitos
Stanton
Lomita
Palos Verdes Estates
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files.
Powered by Esri

APPENDIX E – RELATED PROJECTS

DouglasKim+Associates,LLC

CUMULATIVE PROJECTS



DouglasKim+Associates,LLC

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 55790
Address: 1346 N Fairfax Ave
Los Angeles, CA 90046
Lat/Long: 34.0958, -118.361

Buffer Radius: 1500 feet
Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

Record Count: 1 | Record Per Page: All Records

Results generated since: (7/13/2023 5:18:13 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (feet)
49891	Metro	HWD	4	2020	Mixed-Use	62 Apartments (5 affordable), 3 KSF high-turnover restaurant,..(below)	7901 W Sunset bl	05/21/2020	870.1

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	57	-1	-2	-257	-3	2	3	-5	Total includes credit for existing use.
Apartments	Total Units	5								affordable
Other	S.F. Gross Area	3000								land use=high-turnover restaurant
Retail	S.F. Gross Area	1452								
Other	S.F. Gross Area	2000								land use= fast food
			-1	**-2**	**-257**		**-3**	**2**	**3**	**-5**

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 55779
Address: 1332 N Fairfax Av
Los Angeles, CA 90046
Lat/Long: 34.0955, -118.361

Buffer Radius: 0.5 mile

Search

Column

Include NULL "Trip info": ☐
Include NULL "FirstStudySubmittalDate" (latest) ☐
Include "Inactive" projects: ☐
Include "Do not show in Related Project": ☐
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 7 | Record Per Page: All Records

Results generated since: (8/24/2023 6:48:55 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (mile)	Trip Info
47497	Metro	HWD	4	2018	CD4 Women's Bridge Housing	Convert former City library to 44-bed shelter	1403 N GARDNER ST	09/11/2018	☐	0.5	
49891	Metro	HWD	4	2020	Mixed-Use	57 Apts, 5 afford, 3KSF hi-turn rest.;2KSF Fast Food;1.452KSF Retail	7901 W Sunset bl	05/21/2020	☐	0.2	
52403	Metro	HWD		2021	Related Project List	3756 QUALITY RESTAURANT, 1381SF ART GALLERY. 45RM HOTEL, 95 APTS	7811 SANTA MONICA BLVD	04/27/2023	☐	0.3	
55779	Metro	HWD	13	2023	1332 Fairfax Ave - Affordable Housing	25 Affordable & 1 Manager Apt	1332 N Fairfax Av	08/11/2023	☐	0.0	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	44	6	7	56	3	3	4	3	44-BEDS
			6	**7**	**56**		**3**	**3**	**4**	**3**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	57	-1	-2	-257	-3	2	3	-5	Total includes credit for existing use.
Apartments	Total Units	5								affordable
Other	S.F. Gross Area	3000								land use=high-turnover restaurant
Retail	S.F. Gross Area	1452								
Other	S.F. Gross Area	2000								land use= fast food
			-1	**-2**	**-257**		**-3**	**2**	**3**	**-5**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	3756	42	53	8125	15	27	32	21	TOTAL NET PROJECT TRIPS; QUALITY REST
Other	S.F. Gross Area	1381								ART GALLERY
Other	Rooms	45								HOTEL
Apartments	Total Units	95								
			42	**53**	**8125**		**15**	**27**	**32**	**21**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	1	11	8	101	4	7	4	4	Total Net Project Trips
Other	Total Units	5								Medium Income Affordable Housing

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	20								Low Income Affordable Housing
			11	**8**	**101**		**4**	**7**	**4**	**4**

44448	Metro	HWD	4	2016	Apartments	50 Apartments	7900 W Hollywood bl	09/21/2016	☐	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	50	19	22	251	3	16	14	8	total includes credit for existing uses and transit
			19	**22**	**251**		**3**	**16**	**14**	**8**

44691	Metro	HWD	4	2016	Mixed-Use	219Apts, 30condos, 3842sf Ret., 24811sf mkt, 5094sf bank, 23158sf rest	8150 W Sunset bl	07/21/2016	☐	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	219	-108	123	18	-108	0	115	8	inc. 28 affordable; total net Alt. 9 project trips
Condominiums	Total Units	30								
Retail	S.F. Gross Area	3842								
Other	S.F. Gross Area	24811								Supermarket
Other	S.F. Gross Area	5094								Walk-in bank
Other	S.F. Gross Area	23158								Restaurant
Other	S.F. Gross Area	8095								Dance/Yoga Studio
			-108	**123**	**18**		**-108**	**0**	**115**	**8**

47007	Metro	MTR	4	2018	7500 Sunset (revised)	219 apt, 20ksf shopping, 10ksf restaurant IN CONSTRUCTION	7500 w sunset blvd	04/12/2018	☐	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	219	188	178	2049	63	125	117	61	
Retail	S.F. Gross Area	20000								shopping center
Other	S.F. Gross Area	10000								restaurant
			188	**178**	**2049**		**63**	**125**	**117**	**61**

CHRONICLE™ HERITAGE
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F: (602) 254-6280
info@chronicleheritage.com

LOS ANGELES, CALIFORNIA
55 East Huntington Drive, Suite 238
Arcadia, California 91006

January 2, 2024

Steven Taylor
Taylor Equities
3995 Englewood Boulevard
Los Angeles, CA 90066

RE: 1332 North Fairfax Avenue, Los Angeles, California

Dear Mr. Taylor,

Introduction

Chronicle Heritage, LLC (Chronicle Heritage) understands the single-family residence on the subject property was previously demolished and a 100 percent affordable housing project is proposed. The replacement project includes 26 units and will be four stories tall (see Attachment A, *Plans)*. The rear of the building will be setback 15 feet 7 inches from the property line, exclusive of a rear planter that will be separated from the rear lot line by 3 feet 8 inches. The building will be clad in a variety of materials, including stucco and Hardiplank siding. The multi-family duplex to the north is two stories tall and the single-family residence to the south is three stories tall. The proposed third story floor plate generally aligns with the roof line of the southern neighbouring residence. The project will be set back 5 feet on both the north and south sides of the lot. The proposed project is allowable pursuant to the City of Los Angeles zoning code and State law. This technical memorandum was prepared in support of the proposed project by Ms. Carrie Chasteen. Ms. Chasteen possesses Bachelor of Arts degrees in History and Political Science, a Master of Science degree in Historic Preservation, and more than 21 years of experience in the field of cultural resource management. Ms. Chasteen meets the Secretary of the Interior's Professional Qualification Standards as a Historian and Architectural Historian (36 Code of Federal Regulations Part 61) and is included in the City of Los Angeles list of qualified consultants.

Spaulding Square

The proposed project is west of the Spaulding Square Historic Preservation Overlay Zone (HPOZ). The HPOZ was established in 1993 to safeguard the character of the neighborhood, including the buildings and streetscape. The buildings within the HPOZ are generally one or two stories tall with a uniform setback. The single-family residences reflect Arts and Crafts Turn of the Century and Eclectic Revival styles of architecture. The period of significance for the HPOZ is 1919 to 1926. The boundary of the HPOZ is the parcels on the western side of Orange Grove Avenue to the west, two to three lots south of Sunset Boulevard to the north, the parcels on the eastern side of Spaulding Avenue to the east, and Fountain Avenue/easement to the south

Regulatory Setting

Section 15064.5 - Determining the Significance of Impacts to Archaeological and Historical Resources of the California Environmental Quality Act (CEQA) Guidelines states:

(a) For purposes of this section, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its

immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

CEQA Analysis

The subject property is adjacent to the west of the HPOZ boundary, but is outside the district. The 1300 block of North Fairfax Avenue contains multi-family apartment buildings of varying size and styles that do not possess a uniform setback. This block of North Fairfax Avenue does not possess the same uniform streetscape as the HPOZ, which is why it was not included in the designation of the HPOZ. The proposed building will be taller than the typical contributor to the HPOZ; however, due to the proposed setbacks, the visual change of setting will be minimal. Additionally, existing mature vegetation will visually and physically separate the proposed project from contributors to the HPOZ. The subject property will continue to be used as housing. The existing building on the

subject property was already demolished; therefore, there is no historic character to be maintained. The proposed building is Contemporary in style and materials and will not create a false sense of history. The proposed project meets the Secretary of the Interior's *Standards for the Treatment of Historic Properties.* Therefore, the proposed project meets the Standards and is considered mitigated to a level of less than significant (Section 15064.5(b)(3) of the CEQA Guidelines).

Conclusion

Therefore, the proposed project would result in a less than significant change to a historical resource (Section 150.64.5(b) of CEQA.

Sincerely,

Carrie Chasteen | Senior Architectural Historian