

DIGITAL KIOSK NETWORK

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

EA-MND-2025-025

Prepared for

CITY OF INGLEWOOD
Development Services Department
Planning Division
One West Manchester Boulevard
Inglewood, CA 90301

Prepared by

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1.0 INTRODUCTION

This section provides an overview of the environmental review process for the proposed Digital Kiosk Network (proposed project) in the City of Inglewood and identifies the discretionary actions and approvals needed to implement the proposed project.

1.1 PROJECT OVERVIEW

The proposed project consists of the installation of digital street signs and kiosks in 20 generally designated areas along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City of Inglewood. A total of 60 digital signs and 108 digital screens would be installed in one or two phases. The full motion digital signs would be installed within the public right-of-way (ROW) along the sidewalks and within the center medians along the designated roadways, no further than 2000 feet of the generally designated areas based on the City collaboration, utility and visibility considerations, and American Disabilities Act (ADA) compliance.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Section 15063(a) of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to prepare an Initial Study (IS) to determine if the proposed project may have a significant effect on the environment. The purpose of this document is to inform the City of Inglewood, public agencies and interested parties of the potential environmental effects resulting from the proposed project. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND), any potential significant adverse effects must be mitigated to a less-than-significant level. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.3 PROJECT INFORMATION

Project Title/Location:	Digital Kiosk Network Maps Various locations along Century Boulevard, Manchester Boulevard, Florence Avenue, and Prairie Avenue in the City of Inglewood
Lead Agency Name and Address:	City of Inglewood Development Services Department Planning Division One West Manchester Boulevard Inglewood, CA 90301
Contact Person and Phone Number:	Bernard McCrumby Planning Manager (310) 412-5230
Project Sponsor's Name:	Scott Krantz, Chief Executive Officer WOW Media

1.4 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary actions include those local approvals or entitlements necessary to implement a project. The discretionary actions required for the proposed project include the following:

- Adoption of a Mitigated Negative Declaration
- Approval and Execution of the Digital Sign Agreement
- Issuance of permits to place digital signs within the public right-of-way

1.5 ORGANIZATION OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA. This IS/MND is organized into the following four sections:

1.0 Introduction. This section provides an overview of the proposed project and the environmental review process.

2.0 Project Description. This section provides a description of the proposed project, a description of the project site and the surrounding uses, and the estimated timeline for the construction and implementation of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the CEQA Guidelines Appendix G: Initial Study Checklist and identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts and any mitigation measures associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of the consultant team members, and a list of sources and references used in the preparation of this IS/MND.

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed project, the project locations, and the estimated timeline for the implementation of the proposed project.

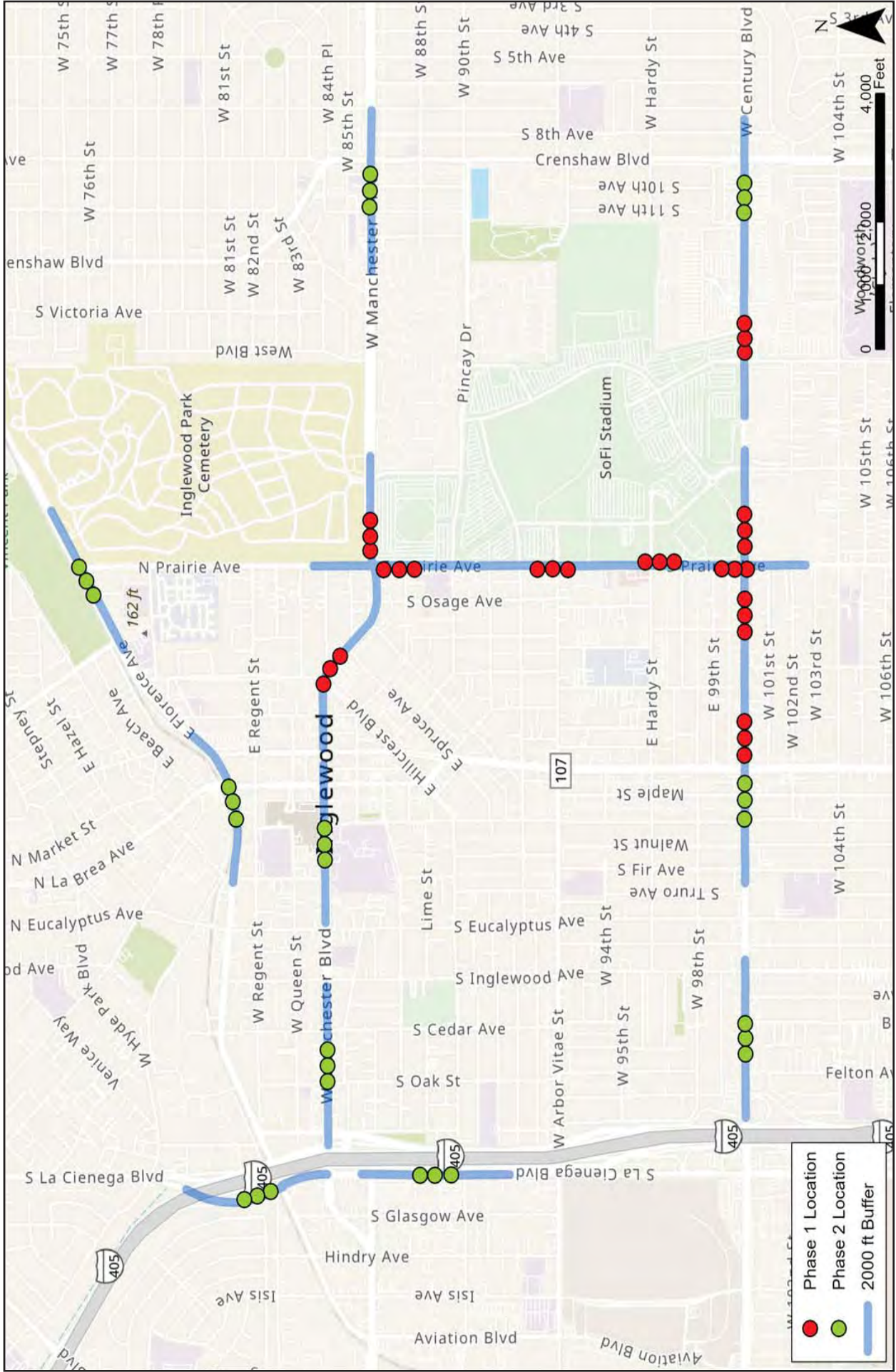
2.1 PROJECT LOCATION

The digital signs could be located within the public ROW within 2,000 feet of 20 generally designated areas along Century Boulevard (between La Cienega Avenue to Crenshaw Boulevard), Manchester Boulevard (between La Cienega Avenue to Crenshaw Boulevard), Prairie Avenue (between Manchester Boulevard to Century Boulevard), and Florence Avenue (between La Cienega Avenue to Prairie Avenue) in the City of Inglewood. The specific placements will shift based on the City collaboration, utility and visibility considerations, and ADA compliance, but in all cases will not be placed outside the ROW of the designated street within 2,000 linear feet from the 20 generally designated areas along the streets. The general areas and the 2,000 linear foot buffer where the kiosks and digital street displays could be located are shown in **Figure 2-1**.

Century Boulevard between La Cienega Avenue and Crenshaw Boulevard is generally lined with commercial businesses and surrounded by residential neighborhoods. The western portion of Century Boulevard between La Cienega Avenue and Hawthorne Boulevard is developed with small businesses that support the airport (e.g., rental car offices and hotels) as well as small, locally serving retail and restaurants. The area between Hawthorne Boulevard and Prairie Avenue is developed with a mix of hotels, motels, retail centers, and residential uses. The eastern stretch of the Century Boulevard between Prairie Avenue and Crenshaw Boulevard is developed with a mix of large commercial and industrial uses, including the Village Shopping Center, the Hollywood Park Casino, the Century Plaza shopping center, the Marketplace at Hollywood Park, Sofi Stadium and the new Los Angeles Clippers Intuit Dome.

Manchester Boulevard between La Cienega Boulevard and Crenshaw Boulevard is generally lined with commercial businesses and institutional uses and surrounded by residential neighborhoods. The Interstate (I)-405 freeway is located between La Cienega Boulevard and Ash Avenue. The western portion of Manchester Boulevard between La Cienega Boulevard and Grevillea Avenue is developed with small businesses that support the airport (e.g., hotels) as well as small, locally serving retail and restaurants. Between Grevillea Avenue and La Brea Avenue are several civic institutions fronting Manchester Boulevard, including the Inglewood Public Library and Inglewood City Hall. The eastern stretch between La Brea Avenue and Crenshaw Boulevard is developed with a mix of commercial, residential, and institutional uses, including the Inglewood Cemetery, the Kia Forum, and Amino Inglewood Charter High School.

Prairie Avenue between Manchester Boulevard and Century Boulevard is generally developed with a mix of commercial and residential uses. The eastern side of Prairie Avenue is characterized by the presence of large-scale commercial uses, including the Kia Forum, SoFi Stadium, and Cinepolis Luxury Cinemas. The western side of Prairie Avenue is developed with a mix of residential and commercial uses, including small, locally serving retail stores and restaurants.



Source: TAHA, 2024.

FIGURE 2-1

PHASE 1 AND PHASE 2 PROJECT LOCATIONS

Florence Avenue between La Cienega Boulevard and Prairie Avenue is generally characterized by a mix of residential, commercial, and institutional uses. The Los Angeles County Metropolitan Transportation Authority (Metro) K Line is the feature on the northern side of Florence Avenue between La Cienega Avenue and Cedar Avenue and between Fir Avenue and Prairie Avenue. The southern side of Florence Avenue between La Cienega Boulevard and Market Street is developed with a mix of residential uses and large commercial uses, including office buildings, warehouses, and parking garages. Between Market Street and Prairie Avenue, the southern side of Florence Avenue is characterized by a mix of residential uses and smaller scale commercial uses including locally serving retail and restaurants.

2.2 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project consists of the installation of kiosks and digital street displays in 20 generally designated areas along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City of Inglewood. The digital signs would serve as informative beacons, offering real-time updates on local events, full motion images (i.e., moving pictures or animations that play seamlessly), weather conditions, and vital news. The digital signs also facilitate two-way communication between the City and its residents through community messaging. Their adaptive content feature ensures that information and advertising are always relevant, optimizing the effectiveness of campaigns.

There would be two types of digital signs: kiosks and digital street displays. The kiosks would be comparable in size to traditional bus shelter advertisements and the digital street displays would be no taller than 22 feet from the ground to the top of the structure. Kiosks would be installed on the public sidewalks and the digital street displays would generally be installed within the center medians of the Century Boulevard, Manchester Boulevard, and Florence Avenue. Digital street displays would be installed within the public sidewalks and within the center medians of the roadways. Prairie Avenue does not have a center median, so the digital street displays would be installed on the sidewalk. It is also possible that some of the digital street displays on Manchester Boulevard would be installed on the sidewalk depending on where the information and communication technologies (ITC) infrastructure is located. The specific placement of digital signs would integrate with the urban setting while ensuring pedestrian and traffic flows remain unhindered. Renderings of the kiosks and digital street displays are presented in **Figure 2-2**.

The proposed project would be implemented in two phases. In total, 60 digital signs and 108 digital screens would be installed in Phase 1 and Phase 2, as shown in **Table 2-1**. Phase 1 and Phase 2 may occur simultaneously or separately based on City collaboration.

TABLE 2-1: PROJECT IMPLEMENTATION		
	Phase 1	Phase 2
Locations	10	10
Kiosks and Digital Street Displays	30	30
Digital Screens	48	60

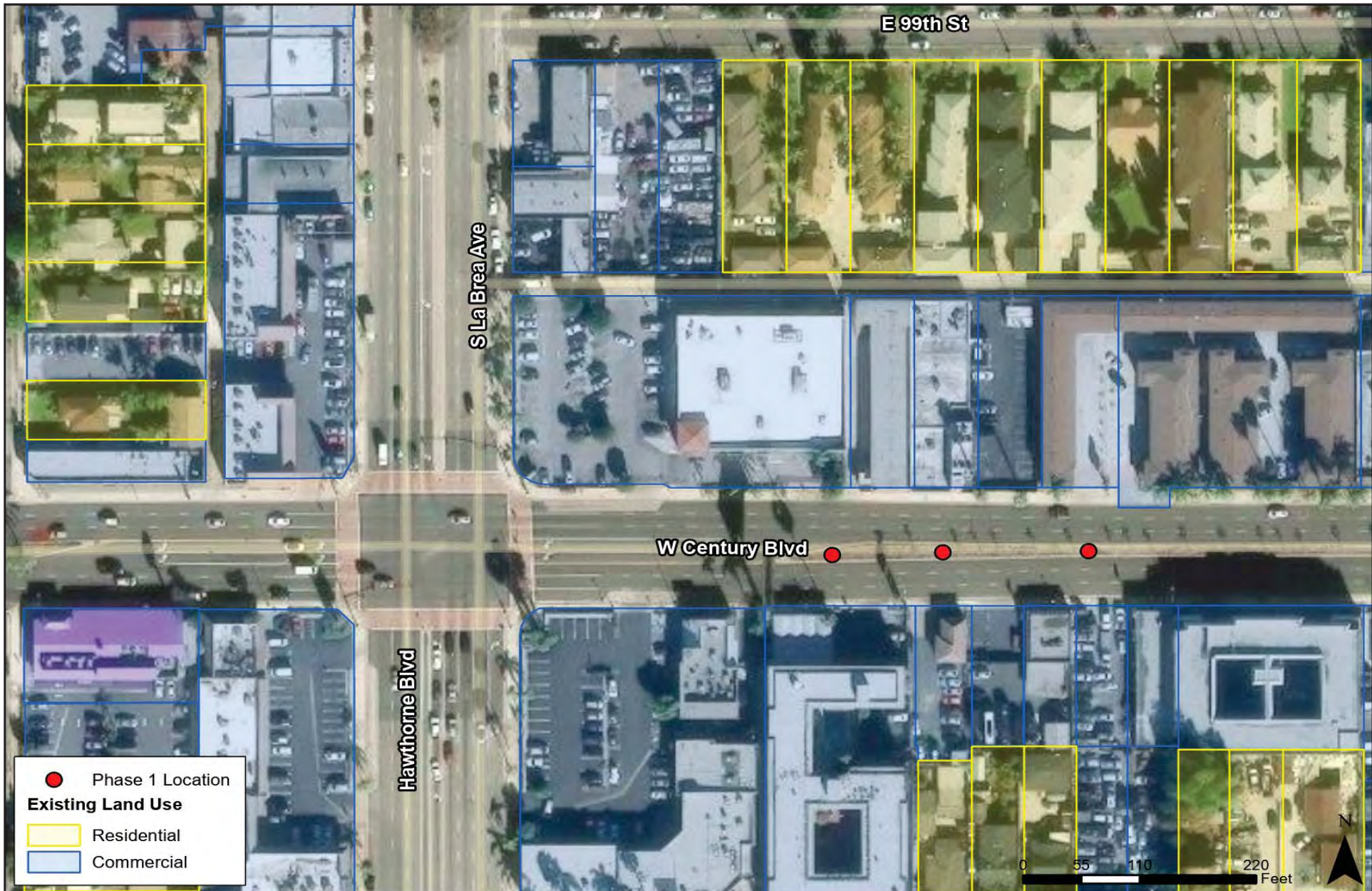
SOURCE: WOW Media, 2024

PHASE 1

Along Century Boulevard between La Cienega Boulevard and Crenshaw Boulevard, Phase 1 includes the installation of 12 digital signs and 24 screens in four locations as shown in **Figure 2-3** through **Figure 2-5**.



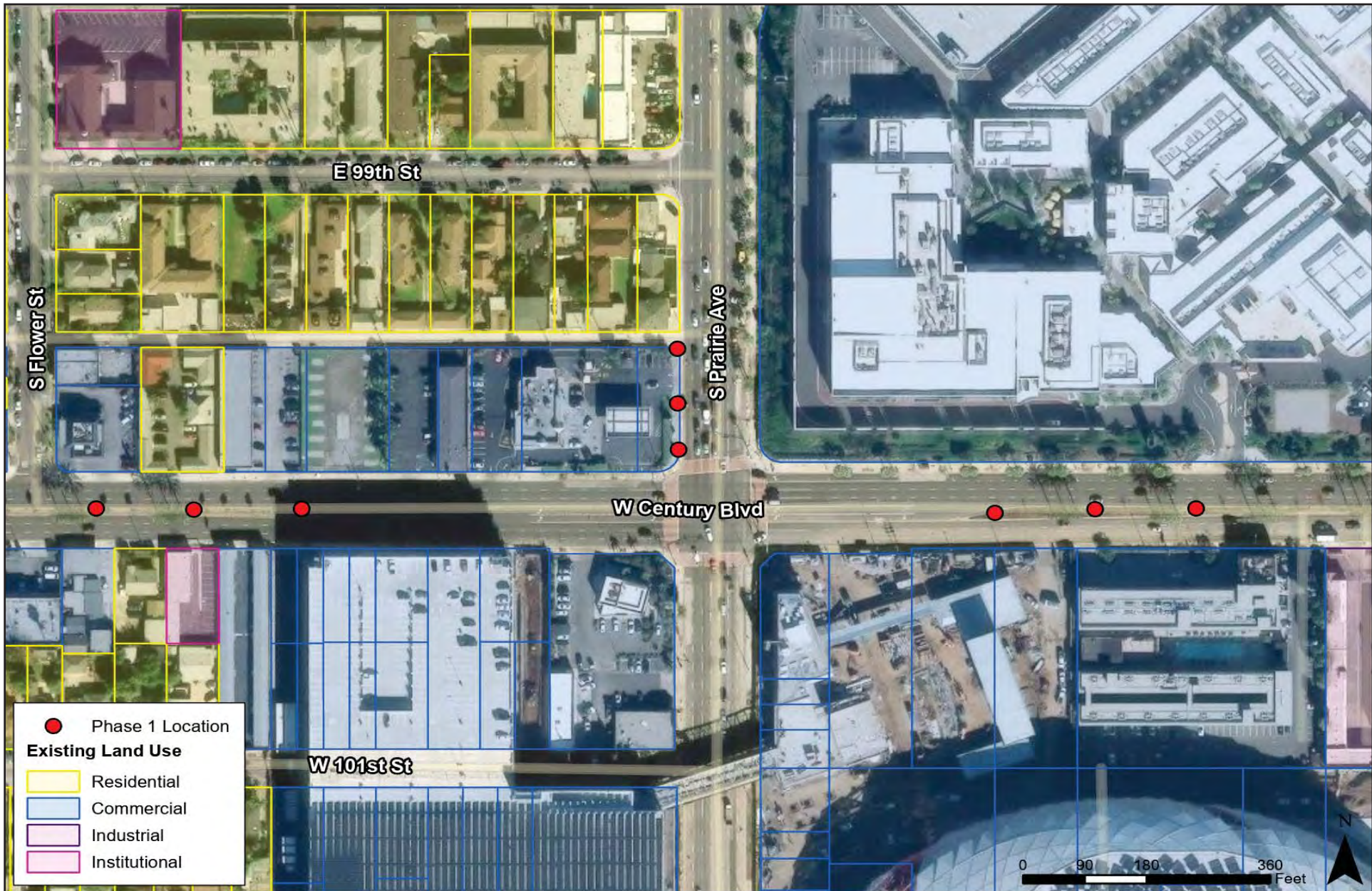
Source: WOW Media and BoldVu, 2024.



Source: TAHA, 2024.

FIGURE 2-3

PHASE 1 CENTURY BOULEVARD BETWEEN LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 3)



Source: TAHA, 2024.

FIGURE 2-4

PHASE 1 CENTURY BOULEVARD BETWEEN LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 3)



Source: TAHA, 2024.

Along Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard, Phase 1 includes the installation of six digital signs and 12 screens in two locations, as shown in **Figure 2-6** and **Figure 2-7**.

Along Prairie Avenue between La Cienega Boulevard to Century Boulevard, Phase 1 includes the installation of 12 digital signs and 12 screens in four locations, as shown in **Figure 2-8** through **Figure 2-10**.

PHASE 2

Along Century Boulevard between La Cienega Boulevard and Crenshaw Boulevard, Phase 2 includes the installation of nine digital signs and 18 screens in three locations as shown in **Figure 2-11** through **Figure 2-13**.

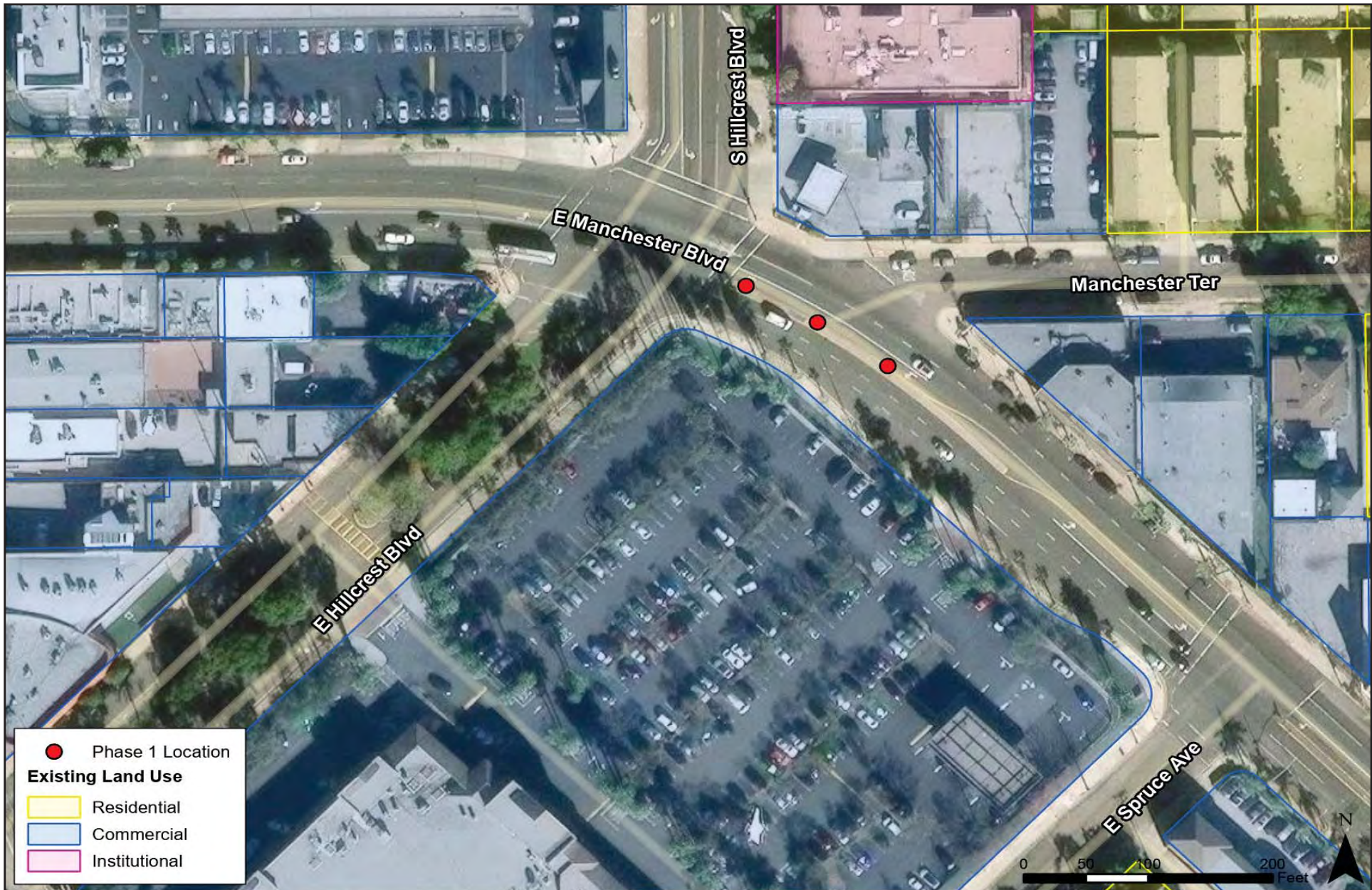
Along Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard, Phase 2 includes the installation of nine digital signs and 18 screens in three locations, as shown in **Figure 2-14** and **Figure 2-16**.

Along Florence Avenue between La Cienega Boulevard to Prairie Avenue, Phase 2 includes the installation of six digital signs and 12 screens in two locations along Florence Avenue, as shown in **Figure 2-17** and **Figure 2-18**.

Along La Cienega Boulevard between Century Boulevard to Florence Avenue, Phase 2 includes the installation of six digital signs and 12 screens in two locations, as shown in **Figure 2-19** and **Figure 2-20**.

2.3 PROJECT IMPLEMENTATION AND CONSTRUCTION ACTIVITIES

The proposed project would be implemented in two phases and is designed to commence at the epicenter of entertainment in Inglewood and gradually expand outward. The phased approach is intended to create an impactful advertising platform accessible to residents and visitors across the City. Implementation of Phase 1 is anticipated to last for approximately one month, with activities beginning in Summer 2025. Phase 2 is estimated to begin in Summer 2026 and also last for approximately one month. Each digital sign is anticipated to take approximately one week to install, and multiple installations are anticipated to occur simultaneously. Street lanes and sidewalks may need to be closed during construction activities. However, project implementation is not anticipated to require full street closures during construction. Construction activities would occur a five day per week work schedule, from Monday through Friday, eight hours per day, between the hours of 7:00 a.m. through 8:00 p.m. as per the requirements of Inglewood Municipal Code (IMC).



Source: TAHA, 2024.

FIGURE 2-6
 PHASE 1 MANCHESTER BOULEVARD BETWEEN
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 2)



Source: TAHA, 2024.

FIGURE 2-7
 PHASE 1 MANCHESTER BOULEVARD BETWEEN
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 2)



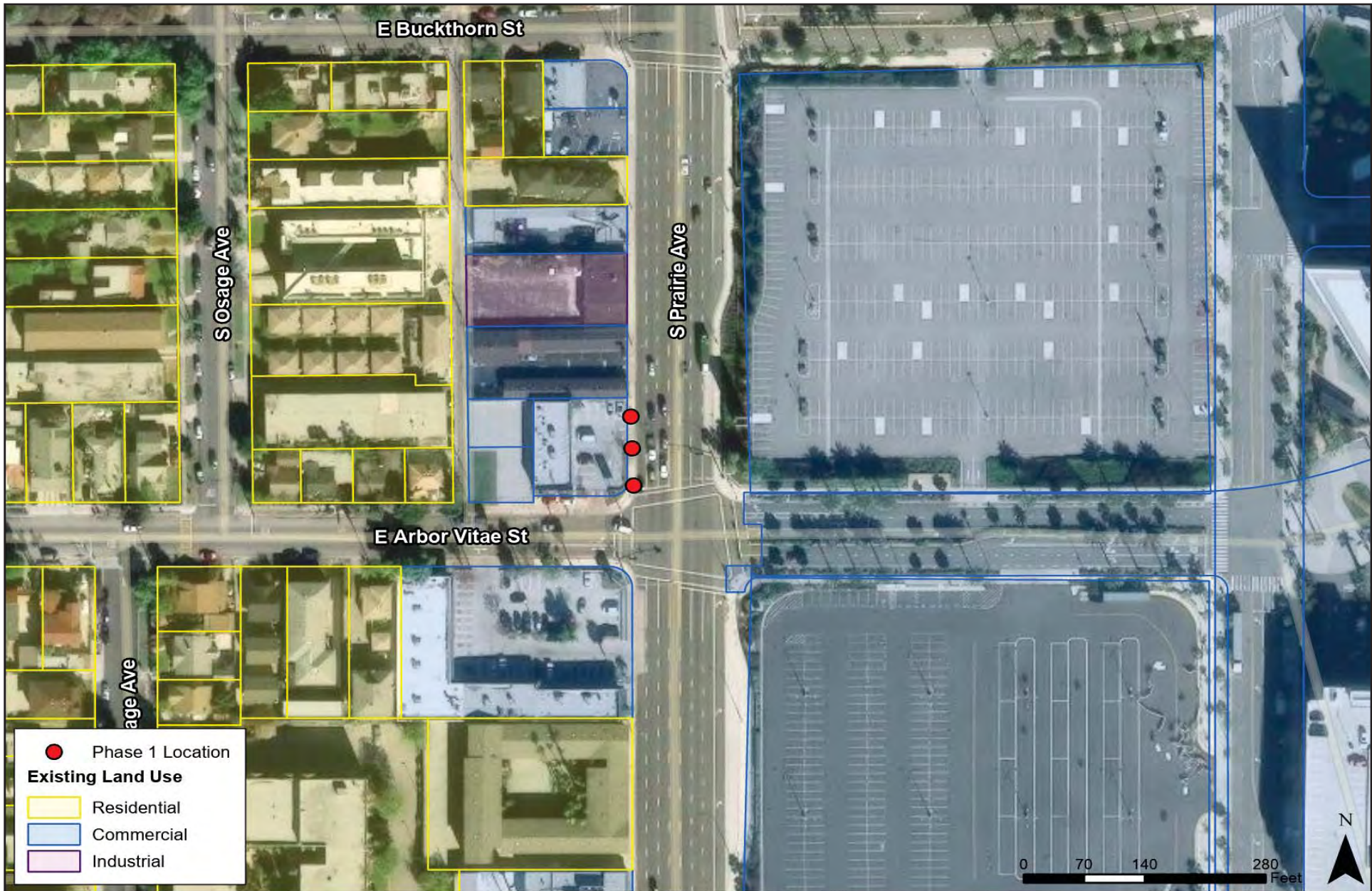
Source: TAHA, 2024.

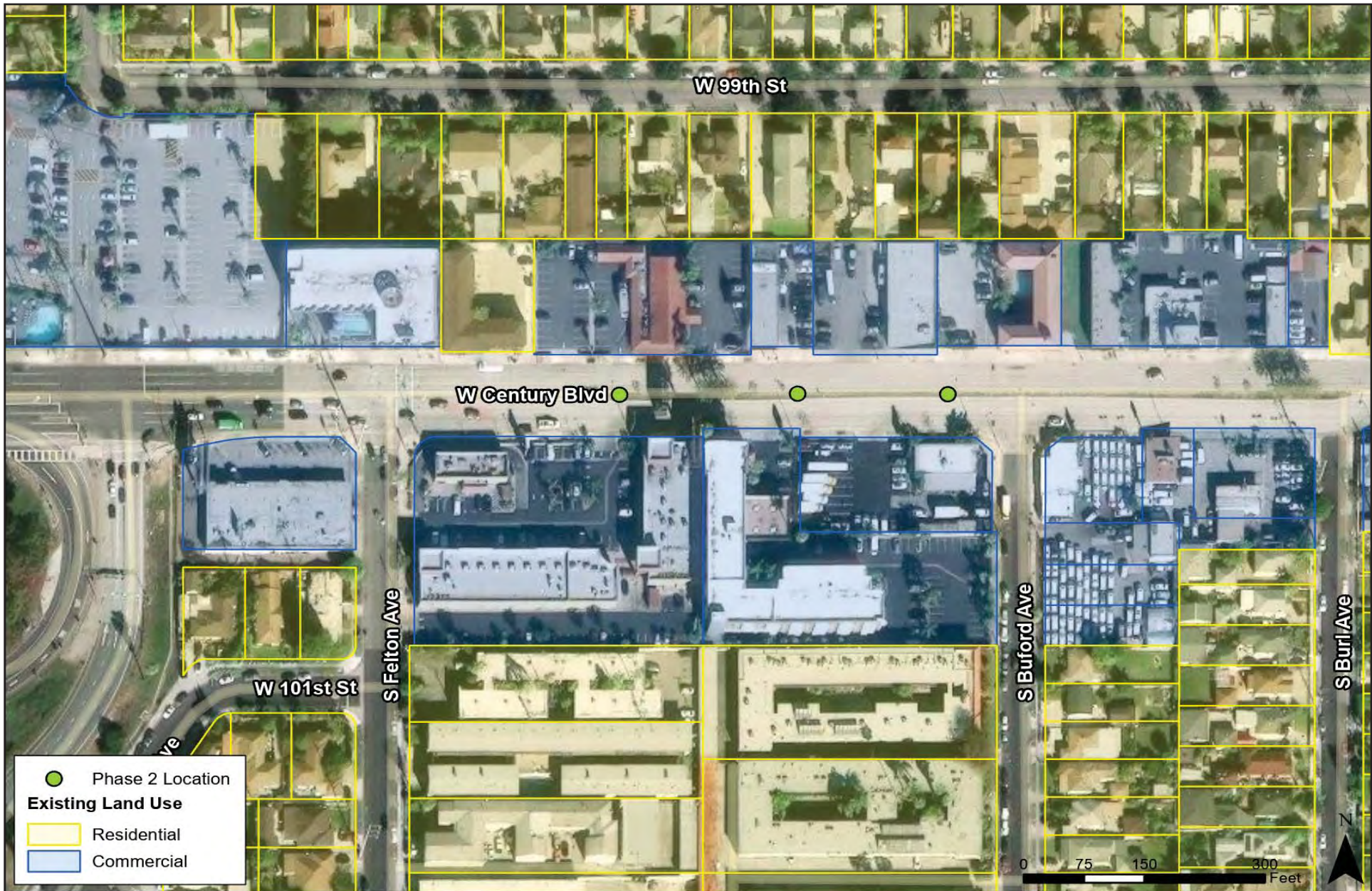
FIGURE 2-8
 PHASE 1 PRAIRIE AVENUE BETWEEN
 MANCHESTER BOULEVARD TO CENTURY BOULEVARD (1 OF 3)



Source: TAHA, 2024.

FIGURE 2-9

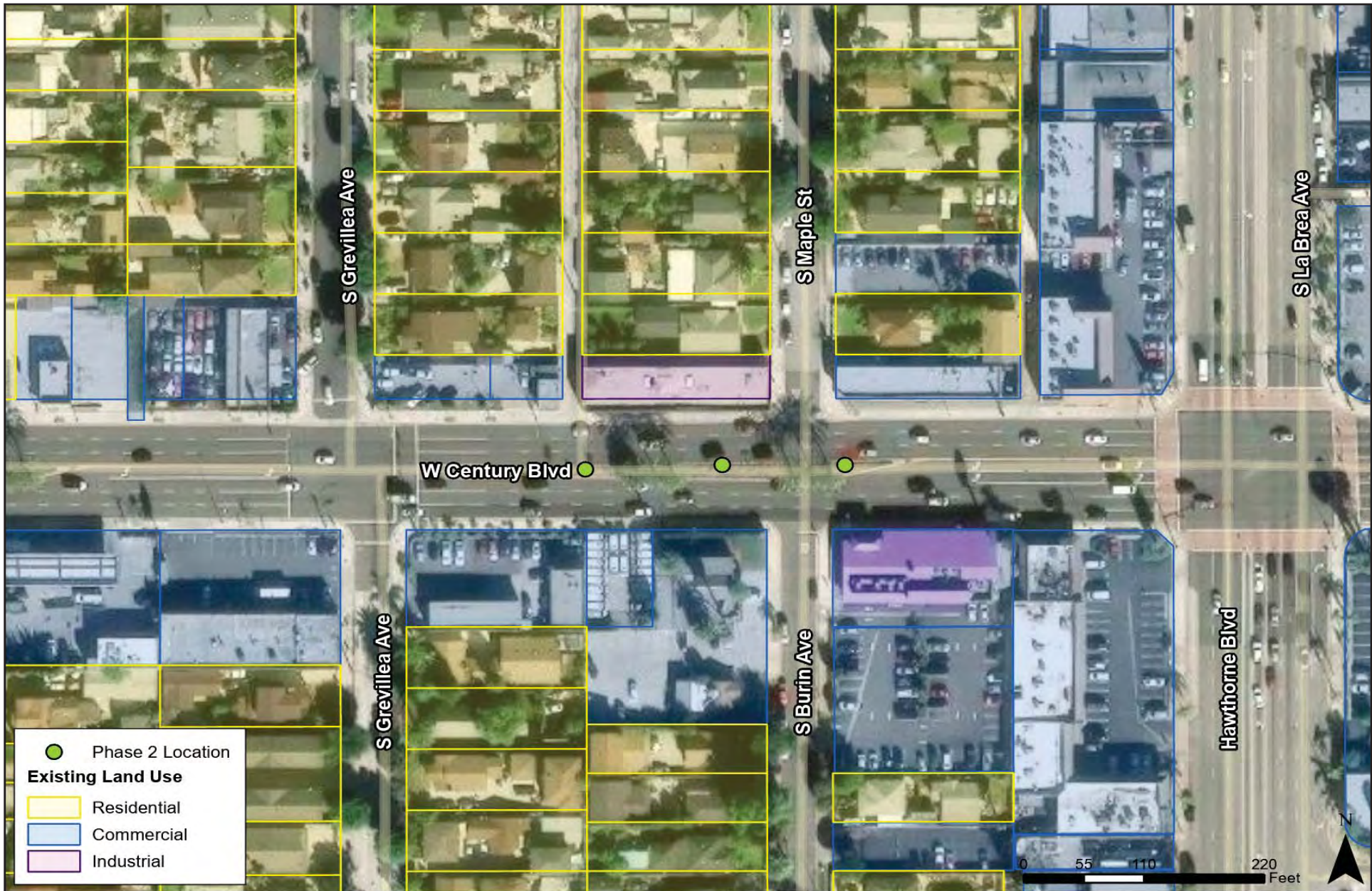




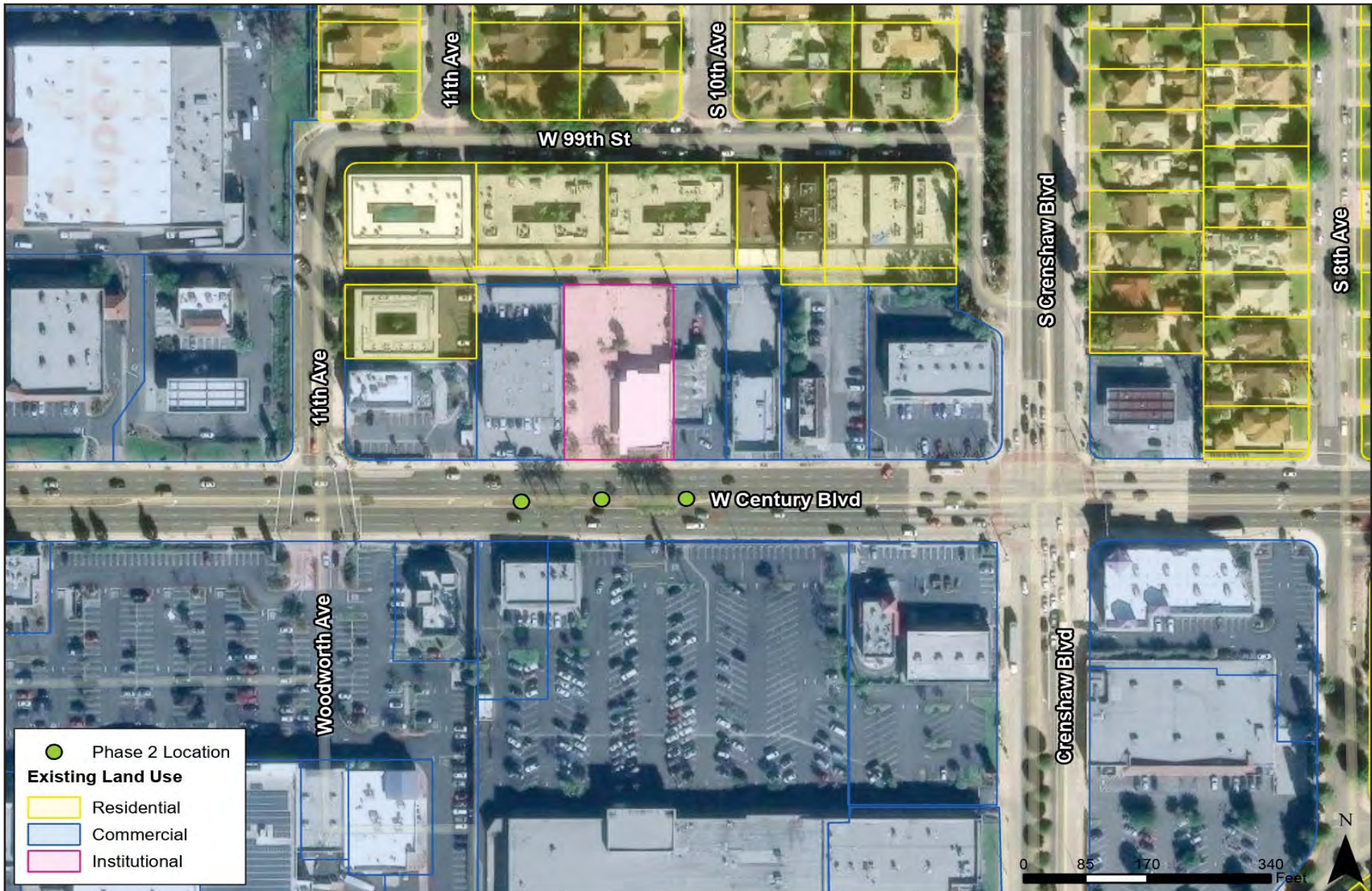
Source: TAHA, 2024.

FIGURE 2-11

PHASE 2 CENTURY BOULEVARD BETWEEN LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 3)



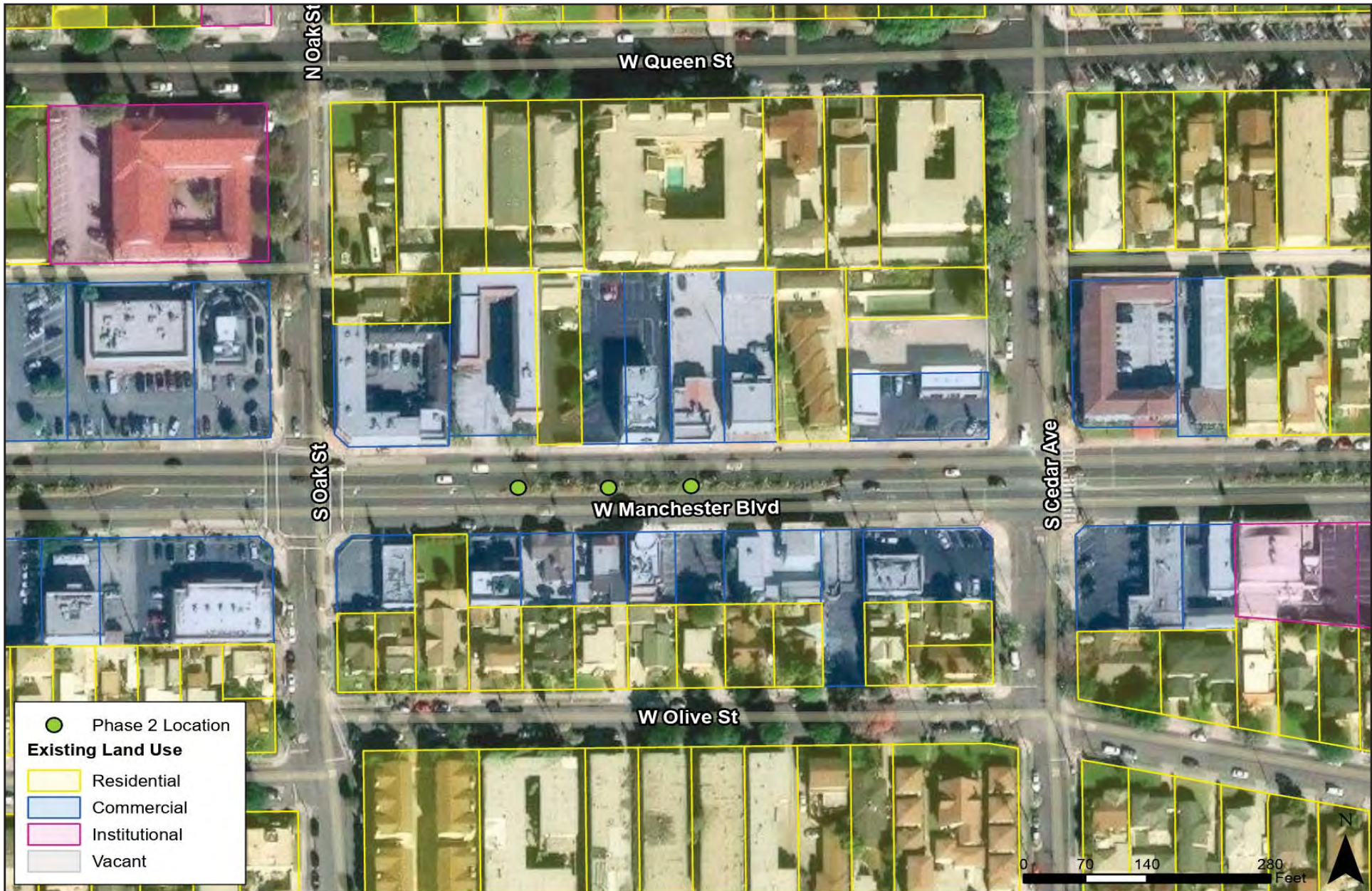
Source: TAHA, 2024.



Source: TAHA, 2024.

FIGURE 2-13

PHASE 2 CENTURY BOULEVARD BETWEEN LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (3 OF 3)

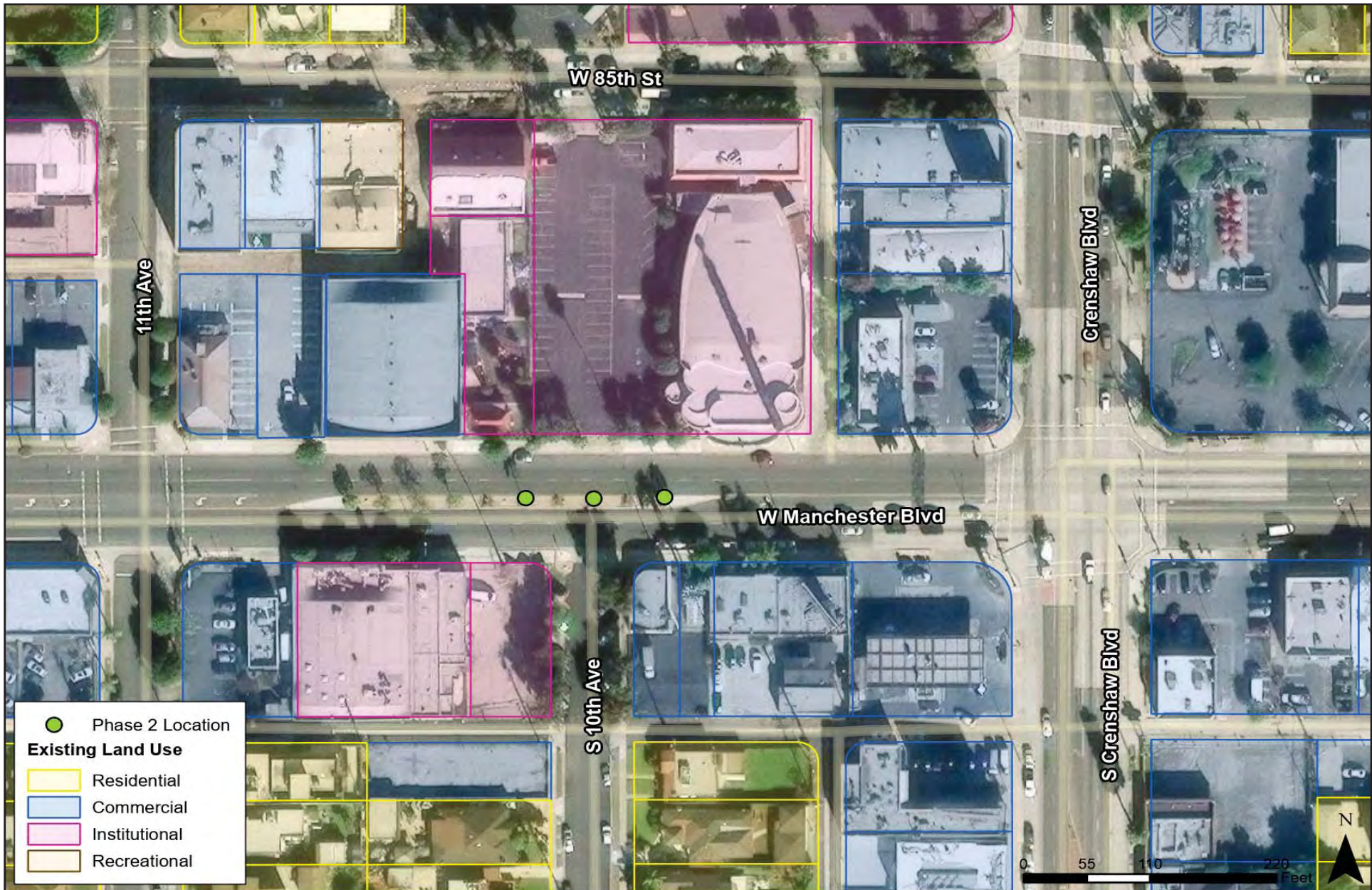


Source: TAHA, 2024.



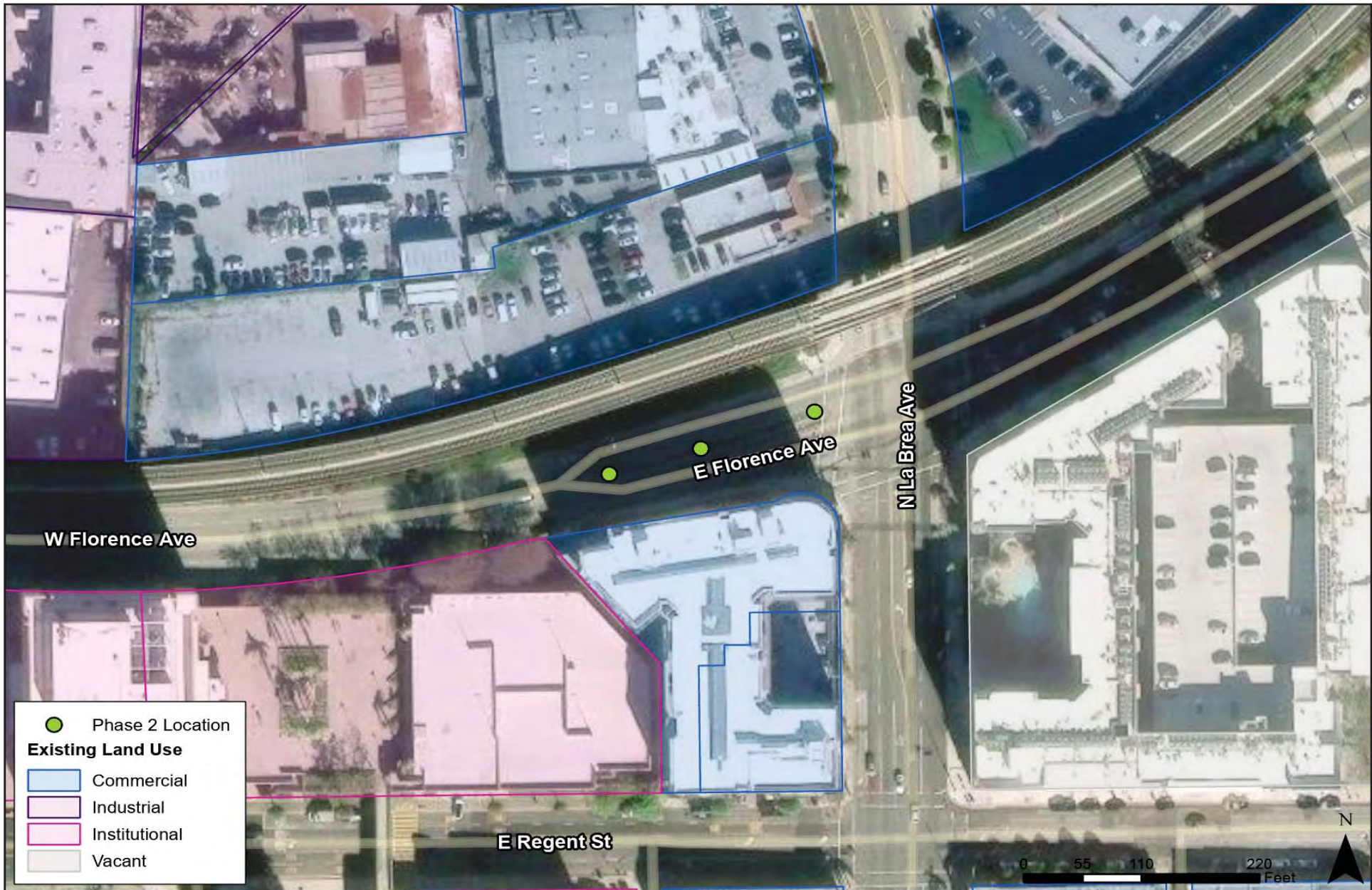
Source: TAHA, 2024.

FIGURE 2-15
 PHASE 2 MANCHESTER BOULEVARD BETWEEN
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 3)



Source: TAHA, 2024.

FIGURE 2-16
 PHASE 2 MANCHESTER BOULEVARD BETWEEN
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (3 OF 3)



Source: TAHA, 2024.

FIGURE 2-17
 PHASE 2 FLORENCE AVENUE BETWEEN
 LA CIENEGA BOULEVARD TO PRAIRIE AVENUE (1 OF 2)



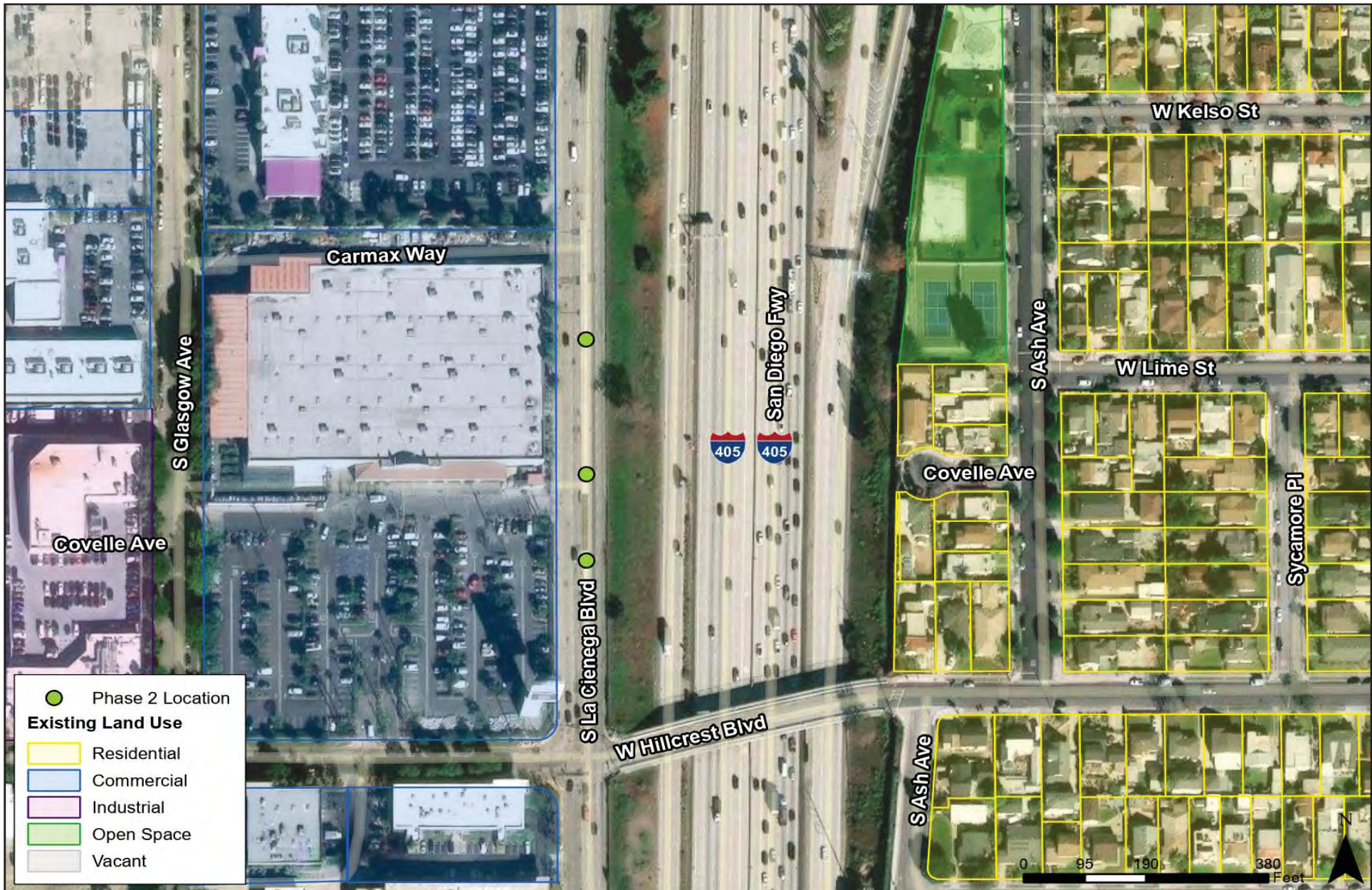
Source: TAHA, 2024.



Digital Kiosk Network
 Initial Study/Mitigated Negative Declaration
 CITY OF INGLEWOOD

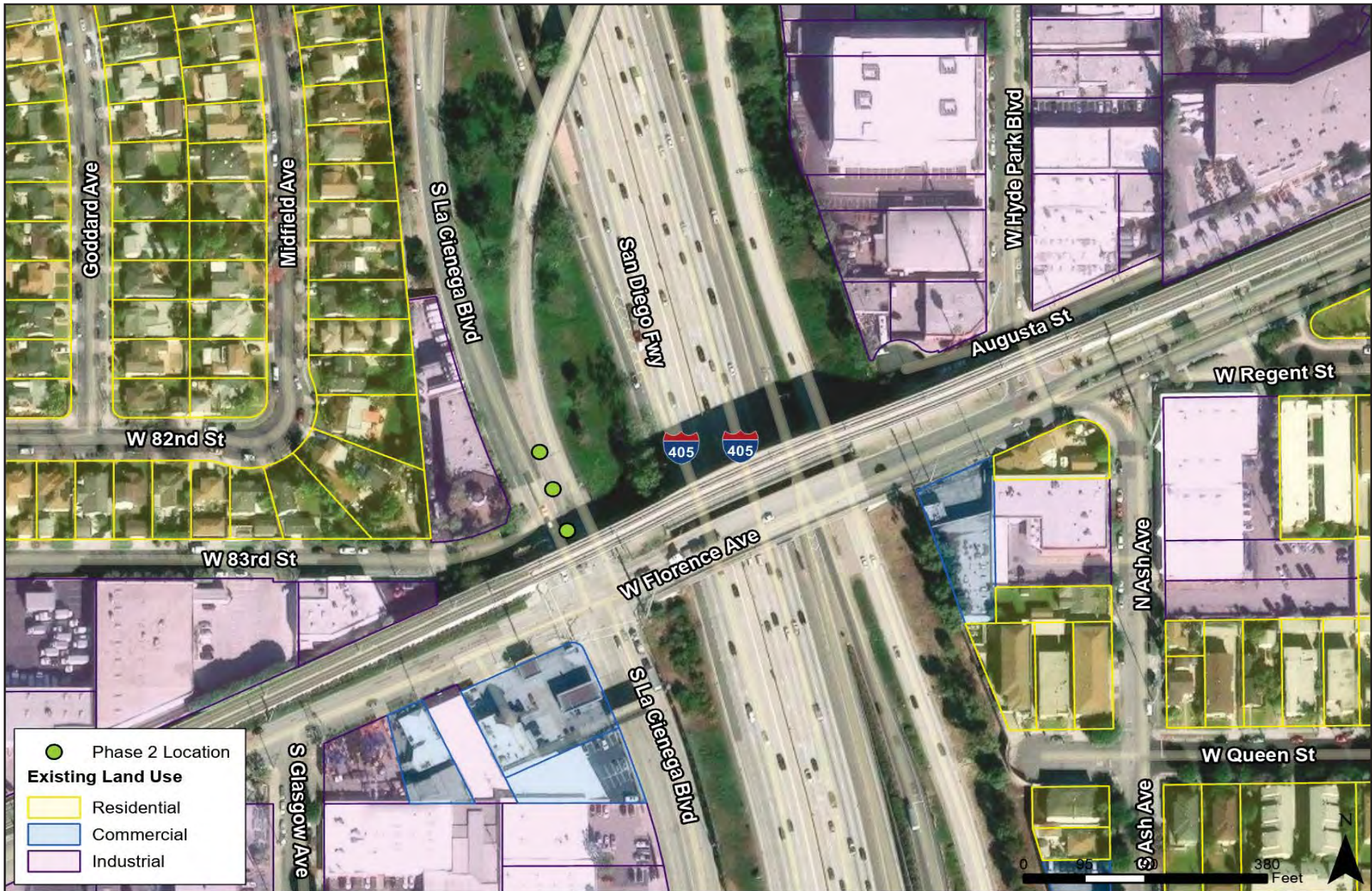
FIGURE 2-18

PHASE 2 FLORENCE AVENUE BETWEEN
 LA CIENEGA BOULEVARD TO PRAIRIE AVENUE (2 OF 2)



Source: TAHA, 2024.

FIGURE 2-19
 PHASE 2 LA CIENEGA BOULEVARD BETWEEN
 CENTURY BOULEVARD TO FLORENCE AVENUE (1 OF 2)



Source: TAHA, 2024.

FIGURE 2-20
 PHASE 2 LA CIENEGA BOULEVARD BETWEEN
 CENTURY BOULEVARD TO FLORENCE AVENUE (2 OF 2)

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

_____ For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.1 AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on scenic vista. The proposed project would allow for the installation of digital signs in highly urbanized areas near primarily commercial uses. No scenic vistas are available within the surrounding area, and the City’s General Plan does not designate scenic vistas in the project vicinity. The digital signs would be installed within the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue. Views along these roadways consist mainly of buildings, large commercial signs associated with commercial businesses, and ornamental landscaping. Therefore, no impact would occur.
- b) **No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The project sites are not located on or within the vicinity of a scenic highway. The nearest state-designated scenic highway is State Route 27 (SR-27), or the Topanga Canyon State Scenic Highway approximately 15 miles from the project sites.¹ The project sites are not within the viewshed of this scenic highway. Therefore, no impact would occur.
- c) **No Impact.** A significant impact would occur if the proposed project substantially degraded the existing visual character or quality of public views of the sites and their surroundings. The proposed project would install digital signs in 20 generally designated areas within the public ROW along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City. The character of these streets is described in Section 2.1.

Construction activities would be temporary and would not result in permanent impacts to the existing visual character or scenic quality of public views. Construction staging areas would be confined within the public ROW and may require temporary lane and sidewalk closures. Signage would be temporarily provided to alert drivers, bicyclists and pedestrians to detours

¹California Department of Transportation, *California Scenic Highway Mapping System*, Los Angeles County, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed September 2024.

around construction staging areas. This signage would be removed upon completion of construction activities. During operations, the digital signs would be internally lit and could display different images. The digital signs would be placed in highly urbanized, well-lit areas that have existing commercial signage. Additionally, the digital signs would be placed in the public ROW, where existing light sources, including automobile headlights and overhead streetlights, are the main contributors of lighting.

There would be two types of digital signs: kiosks and digital street displays. The kiosks would be comparable in size to traditional bus shelter advertisements and the digital street displays would be no taller than 22 feet from the ground to the top of the structure. Kiosks would be installed on the public sidewalks and the digital street displays would generally be installed within the center medians of Century Boulevard, Manchester Boulevard, and Florence Avenue. The proposed project would require the approval and execution of a Digital Sign Agreement and issuance of permits to place the digital signs within the public ROW. These requirements are considered discretionary actions and are a requirement for the proposed project. The digital signs would not violate Section 12-75 Prohibited Signs of the IMC and would comply with Section 12-76 General Sign Regulation of the IMC. With approval of these discretionary actions, the proposed project would not conflict with applicable zoning or substantially degrade the visual character of Century Boulevard, Manchester Boulevard, Prairie Avenue, or Florence Avenue. Therefore, no impact would occur.

- d) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project created a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The digital signs would operate 24 hours per day and create a new source of light and glare during daylight and evening. The digital signs would include a series of light-emitting diodes (LED) with a changing display and automatic dimming technology. The digital signs would comply with Section 12-75 Prohibited Signs and 12-76 General Sign Regulation of the IMC.

The digital signs would be entirely located within the public ROW and would be installed in highly urbanized environments with high levels of ambient nighttime lighting, including streetlights, signs, architectural and security lighting, indoor building illumination, and automobile headlights. The digital signs are installed with an automatic dimming technology so that at no time would any sign exceed a brightness level of 0.3-foot candles above ambient light for both daytime and nighttime conditions. The illumination standards set forth in a Sign Lighting Plan to establish the daytime and nighttime ambient light levels would ensure that luminance values are consistent with the existing urban environment. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>3.2 AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) No Impact. The project sites are located in fully developed, urbanized areas, and surrounded primarily by commercial uses. No areas in the City are currently zoned, designated, or used for agricultural or forestry activities, and the City contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Significance according to the City’s General Plan. Due to its urban setting, the project sites and their surroundings are not included in the Farmland Mapping and Monitoring Program under the Williamson Act Contract.² In addition, there are no areas of forestland as defined in Public Resources Code Section 12220(g) or timberland as defined in Public Resources Code Section 4526 within the City. The proposed project would not change the existing environment in a manner that would result in the conversion of farmland or forestland to other kinds of land uses. Therefore, no impact would occur.

²California Department of Conservation, *Williamson Act Program*, <https://www.conservation.ca.gov/dlrp/wa>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Air pollutant emissions that would result from construction and operation of the proposed project are addressed separately for each impact criterion. The air quality impact assessment was conducted in accordance with guidance and methodologies issued by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is charged with regional air quality jurisdiction for the South Coast Air Basin (SCAB), which encompasses 6,745 square miles and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The primary guidance for preparing assessments of potential air quality impacts for CEQA projects located in the SCAB is promulgated in the SCAQMD *CEQA Air Quality Handbook*, which was originally published in 1993 and most recently updated in 2001.³ Subsequent updates to the SCAQMD CEQA guidance are posted on the SCAQMD website.⁴

a) Less-Than-Significant Impact. The applicable air quality plans for the proposed project include the SCAQMD 2022 Air Quality Management Plan (AQMP), the Southern California Association of Governments' (SCAG) *Connect SoCal* 2024–2050 and 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the City of Inglewood General Plan. The emissions inventory for the 2022 AQMP was developed in part based on regional growth projections from the *Connect SoCal* 2020–2045 RTP/SCS, which incorporates municipal-level forecasts for population and housing growth including the Inglewood General Plan. The SCAQMD *CEQA Air Quality Handbook* outlines the approach for addressing potential air quality impacts related to the applicable air quality management plans using the following criteria:

- Would the proposed project result in any of the following?
 - An increase in the frequency or severity of existing air quality violations;
 - New air quality violations; or,
 - Delay of timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

³SCAQMD, *CEQA Air Quality Handbook (Version 3)*, November 2001.

⁴SCAQMD, *Air Quality Analysis Guidance Handbook*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

- Would the proposed project exceed the assumptions utilized in preparing the AQMP?
 - Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
 - Does the project include air quality mitigation measures; or
 - To what extent is project development consistent with the AQMP land use policies?

To address the impacts related to air quality violations—which refer to instances of air pollutant concentrations exceeding the corresponding National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS)—the SCAQMD has developed regionally specific air quality significance thresholds to screen out potential impacts that may result from construction and operation of projects under the purview of CEQA. The SCAQMD guidance provides that daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), respirable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}) should be quantified and assessed on both regional and localized scales by comparison to the mass daily screening thresholds. Regional emissions refer to emissions from all sources involved in construction or operation of a project, whether they be located on the project sites or occur remotely. Localized emissions are considered as emissions that originate only from sources located on the project sites during construction or operation of a project.

Since the proposed project would not introduce a new permanent source of emissions to the project area, localized emissions are only addressed during construction of the proposed project. The Localized Significance Thresholds (LSTs) were derived by the SCAQMD for “Source Receptor Areas” (SRAs) determined using ambient air quality data from monitoring stations located throughout the SCAB in conjunction with air dispersion modeling that accounted for local meteorological and topographical conditions, as well as the size of the construction site and the proximity of sensitive receptors. The SCAQMD air quality analysis guidance states that if maximum daily emissions remain below the applicable thresholds, then the project would not have the potential to result in air quality violations. **Table 3-1** shows the daily regional screening values and LST values for emissions during construction activities and the regional screening values for emissions during future operational conditions. The proposed project is located within SRA 3 – Southwest Coastal LA County. The LST values in **Table 3-1** correspond to a construction site within SRA 3 with a maximum daily ground disturbance area up to one acre, and within 25 meters of the nearest sensitive receptors.

TABLE 3-1: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS						
Screening Threshold	VOC (lbs./day)	NO_x (lbs./day)	CO (lbs./day)	SO_x (lbs./day)	PM₁₀ (lbs./day)	PM_{2.5} (lbs./day)
CONSTRUCTION						
Regional Threshold	75	100	550	150	150	55
Localized Threshold	--	91	664	--	4	3
OPERATIONS						
Regional Threshold	55	55	550	150	150	55
Notes: LST values correspond to a construction site in SRA 3 with up to one acre in daily ground disturbance area and within 25 meters of a sensitive receptor; lbs./day = pounds emitted per day. SOURCE: SCAQMD, 2009; 2023.						

Sensitive receptors refer to land uses that serve population groups that are especially sensitive to changes in air quality and more susceptible to adverse health effects resulting from exposures to air pollutant concentrations. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes at practice and competition sites, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD LST guidance methodology recommends that localized air quality impacts be assessed for sensitive receptors located up to 1,640 feet (500 meters) from the on-site emissions sources, with the analysis focusing on the sensitive receptors closest to the project sites.

Construction

Construction of the proposed project is anticipated to involve installation activities at a total of 60 digital signs and would take place over the course of one month during both the summer of 2025 (Phase 1) and the summer of 2026 (Phase 2). The California Emissions Estimator Model (CalEEMod) is the preferred industry tool for quantifying estimates of air pollutant emissions during construction and operation of proposed CEQA projects. Using input data provided by the Applicant that included forecasted off-road equipment and on-road vehicle activities, CalEEMod (Version 2022.1) was used to estimate maximum daily emissions that could occur during construction of the proposed project. At each individual installation site, the construction activities would generally involve demolition of the median or sidewalk and excavation of a pothole; drilling and installation of the column footing; repair of the disturbed median or sidewalk area; and installation of the base cladding and installation and connection of the digital displays.

Table 3-2, below, presents the daily emissions that would be generated during each construction activity at a particular location, as well as the maximum daily regional emissions that could be generated while construction of up to six locations may be undertaken simultaneously. As shown in **Table 3-2**, maximum possible daily emissions would remain substantially below the applicable the SCAQMD regional mass daily screening thresholds. Therefore, in accordance with the SCAQMD guidance methodologies, construction of the proposed project would not cause or contribute to an increase in the frequency or severity of air quality violations within the project areas, and no mitigation measures would be required.

Table 3-2 also includes an analysis of the localized emissions that would be generated from onsite sources during concurrent construction of up to six installation sites at two adjacent median locations. The localized emissions analysis compares the maximum daily emissions that could be generated from sources located on the construction site to the corresponding LST screening values for a site with up to one acre of daily ground disturbance area that is within 25 meters of the nearest sensitive receptor. Each installation site is anticipated to involve approximately 10 square feet or less of ground disturbance to install the digital signs. There would be no substantial disturbance of unpaved ground surface during construction activities. As shown in **Table 3-2**, the maximum daily emissions from concurrent installation of up to six adjacent kiosk locations would remain substantially below the applicable SCAQMD LST screening values. Therefore, construction of the proposed project would not have the potential to cause or contribute to an increase in the frequency or severity of air quality violations in the vicinity of the installation sites, and no mitigation measures would be required.

TABLE 3-2: ESTIMATED MASS DAILY CONSTRUCTION EMISSIONS – UNMITIGATED						
Construction Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
DEMOLITION & POTHOLE						
On-Site Emissions	0.2	1.6	1.9	<0.1	<0.1	<0.1
Off-Site Emissions	<0.1	0.1	0.7	<0.1	0.2	<0.1
Total	0.2	1.7	2.7	<0.1	0.2	<0.1
DRILLING & FOOTING						
On-Site Emissions	0.4	4.0	5.4	<0.1	0.1	0.1
Off-Site Emissions	<0.1	0.3	0.8	<0.1	0.2	<0.1
Total	0.4	4.3	6.3	<0.1	0.3	0.2
MEDIAN/SIDEWALK REPAIR						
On-Site Emissions	0.1	1.3	1.8	<0.1	<0.1	<0.1
Off-Site Emissions	<0.1	0.1	0.7	<0.1	0.2	<0.1
Total	0.2	1.4	2.5	<0.1	0.2	<0.1
CLADDING & SCREEN INSTALLATION						
On-Site Emissions	0.2	2.6	2.3	<0.1	<0.1	<0.1
Off-Site Emissions	<0.1	0.1	0.7	<0.1	0.2	<0.1
Total	0.3	2.7	3.1	<0.1	0.2	0.1
REGIONAL EMISSIONS ANALYSIS (UP TO SIX CONCURRENT LOCATIONS)						
Maximum Daily Emissions	2.5	25.5	37.5	0.1	2.0	1.1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
LOCALIZED EMISSIONS ANALYSIS (UP TO THREE CONCURRENT SITES PER LOCATION)						
Maximum Daily Onsite Emissions	2.2	23.8	32.6	<0.1	0.9	0.8
LST Screening Value	--	91	664	--	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
Note: Emissions modeling files can be found in Appendix A . SOURCE: TAHA, 2024.						

Regarding the second air quality management plan consistency criteria, construction of the proposed project would have no impact related to the regional growth projections for population, housing, or employment within the City of Inglewood that are accounted for in the SCAQMD 2022 AQMP emissions inventory. It is anticipated that construction crews would be sourced from the local workforce, and construction of the proposed project would not involve any temporary or permanent additional residential or nonresidential development. Therefore, construction of the proposed project would result in a less than significant impact related to conflicting with or obstructing implementation of the AQMP, and no mitigation measures would be required.

Operations

Future operation of the proposed project would not introduce a new permanent source of air pollutant emissions to the project area or the SCAB region at large. The only possible activities that may occur during the operational phase of the proposed project would be infrequent repairs that would involve minimal vehicle trips and electric handheld equipment. Operation of the proposed project would result in a less-than-significant impact

related to conflicting with or obstructing implementation of the AQMPs, and no mitigation measures would be required.

- b) Less-Than-Significant Impact.** The Los Angeles County portion of the SCAB is currently designated as nonattainment of the NAAQS for O₃ and PM_{2.5} and is designated as nonattainment of the CAAQS for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regionally significant cumulative impact associated with these air pollutants. Considering the existing environmental conditions, the SCAQMD CEQA guidance states that an individual project can emit allowable quantities of these pollutants—O₃ precursors including VOC and NO_x, and PM₁₀ and PM_{2.5}—on a regional scale without significantly contributing to the cumulative impacts.

Construction

As discussed above and substantiated by the analyses presented in **Table 3-2**, maximum daily regional and localized air pollutant emissions associated with construction of the proposed project would remain substantially below the applicable SCAQMD air quality significance thresholds. For CEQA projects that would not generate emissions in excess of the mass daily thresholds, the SCAQMD recognizes that emissions from those individual projects would not be cumulatively considerable. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants, and impacts would be less than significant without mitigation.

Operation

As discussed above, future operational conditions of the proposed project would not introduce a new permanent source of emissions within the Los Angeles County portion of the SCAB. The kiosk locations would not involve any processes that would constitute sources of air pollutant emissions. Any vehicle trips associated with repair of the sites would be infrequent, and equipment used to perform the repairs would be electrically powered and not produce emissions. Therefore, operation of the proposed project would result in no impact related to cumulatively considerable increases in nonattainment pollutant emissions, and mitigation would not be required.

- c) Less-Than-Significant Impact.** As discussed above, the SCAQMD developed its LST screening values as a method of precluding further analysis of localized air quality impacts for the proposed CEQA projects. The SCAQMD devised its LST values to prevent the occurrence of localized hot spots of criteria pollutant concentrations at sensitive receptor locations surrounding the project site. If maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} remain below the corresponding LST screening values for the project location, site size, and receptor proximity, then it is reasonable to assume that emissions would not be capable of exposing nearby sensitive receptors to substantial pollutant concentrations.

Construction

As shown above in **Table 3-2**, maximum daily emissions of criteria pollutants and O₃ precursors from sources located on the project site would not exceed any applicable LST values during any construction activity, even when considering the simultaneous installation of up to six kiosks in adjacent locations. Construction of the proposed project would not have the potential to generate substantial concentration of these pollutants. Furthermore, construction activities would only last for up to one month during the summer of 2025 (Phase 1) and again during the summer of 2026 (Phase 2). There is no potential for concentrations of toxic air contaminants generated by diesel-fueled off-road equipment

at the installation sites to reach elevated concentrations capable of resulting in significant acute or chronic sensitive receptor exposures. This impact would be less than significant, and no mitigation would be required.

Operation

As discussed previously, operation of the proposed project would not introduce a new permanent source of air pollutant emissions to the project areas or the greater Los Angeles County portion of the SCAB. There would be no potential for nearby sensitive receptors to be exposed to substantial pollutant concentrations resulting from proposed project operations. Therefore, there would be no impact for proposed project operations under this air quality criterion, and no mitigation would be required.

- d) **Less-Than-Significant Impact.** Odors are the only potential construction emissions other than the sources addressed above.

Construction

Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize standardized construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Furthermore, all construction activities would comply with the CARB Airborne Toxic Control Measure set forth in Title 13 of the California Code of Regulations Section 2485, which requires off-road diesel equipment and on-road diesel trucks to limit idling to no more than five minutes in any one particular location. Compliance with this control measure would minimize the potential for odorous emissions to disperse into the adjacent communities. Therefore, construction of the proposed project would result in a less-than-significant impact related to construction odors.

Operation

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.⁵ As discussed previously, proposed project operations would not involve any source of air pollutant emission at the kiosk locations. The proposed project would be ensured to comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, the proposed project would result in no impact related to operational odors or public nuisance.

⁵SCAQMD, *CEQA Air Quality Handbook (Version 3)*, November 2001.

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

- a) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. A search of the California Department of Fish and Wildlife’s (CDFW) California Natural Diversity Database (CNDDDB) returned recorded sightings of the following endangered, rare, or threatened species in the project area: western spadefoot (*Spea hammondi*), coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*); least Bells vireo (*Vireo bellii pusillus*); monarch – California overwintering population (*Danaus Plexippus Plexippus pop.1*), tricolored blackbird (*Agelaius tricolor*), and the Crotch bumble bee (*Bombus crotchii*).⁶ However, the proposed project would be constructed within the public ROW, where there are no suitable wildlife habitats or suitable habitats for sensitive species. The project sites consist of 20 generally designated locations in urbanized areas of the City surrounded primarily by commercial and residential uses. No biological resources or communities exist on, adjacent to, or near the project sites. Therefore, the proposed project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species

⁶California Department of Fish and Wildlife, *California Natural Diversity Database*, <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>, accessed September 2024.

in local or regional plans, policies, or regulations, or by the CDFW or the U.S. Fish and Wildlife Service (USFWS), and no impact would occur.

- b) **No Impact.** A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. As discussed in Response to Checklist Question 3.4(a), the project sites are located within an urbanized area surrounded primarily by commercial and residential uses. The project sites do not contain any riparian habitat and do not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.
- c) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The project sites do not contain any state or federally protected wetlands and are located in urbanized area of the City. The proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The project sites and the surrounding area is highly urbanized, and there are no wildlife corridors on or in proximity to the project sites according to the California Department of Fish and Wildlife's Biogeographic Information and Observation System (BIOS). The project sites do not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. The proposed project would be constructed within medians and sidewalks in the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue. Construction of the proposed project would not require the removal or trimming of any trees which may potentially provide nesting sites for migratory birds. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project were inconsistent with local regulations pertaining to biological resources. As discussed in Response to Checklist Question 3.4(d), construction and operations of the proposed project would not require the trimming of any trees which may potentially provide nesting sites for migratory birds. The proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur.
- f) **No Impact.** A significant impact would occur if the proposed project were inconsistent with any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or state habitat conservation plan. The project sites are located in an urbanized area surrounded primarily by commercial and residential uses. The project sites are not located within or adjacent to the boundaries of any adopted habitat conservation plans. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a historical resource. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The project sites are within the public ROW and contain no known historical resources. The City also maintains a list of local, significant resources, and there are no historical resources within the project area.⁷ Therefore, no impact would occur.
- b) **Less-Than-Significant Impact.** A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed project. CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person. Inglewood is located in Southern California, which is the ancestral territory of several Native American tribes. Archaeological materials associated with occupation of the City are known to exist and have the potential to provide important scientific information regarding history and prehistory. However, the project sites are located in the public ROW and have been subject to previous grading and development multiple times. Any surficial archaeological resources that may have existed on the project sites are likely to have been previously disturbed or removed. Construction of the proposed project would involve minor grading and no excavation work. Operations of the proposed project would not involve any ground disturbing activities. Therefore, impacts related to archaeological resources would be less than significant.
- c) **Less-Than-Significant Impact.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the project sites. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project sites, there is always a possibility that human remains may be unexpectedly encountered during construction. The project sites have been subject to multiple instances of grading and development, and therefore it is highly unlikely that any human remains would be encountered during construction. In the unlikely event that

⁷California Office of Historic Preservation (OHP), California Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>, accessed September 2024

human remains are encountered, the proposed project would be required to comply with Section 7050.5 of the California Health and Safety Code. If human remains of Native American origin are discovered during construction, the proposed project would also be required to comply with applicable regulations related to the handling of Native American human remains, including Public Resources Code Section 5097. Therefore, compliance of the State Health and Safety Code Section 7050.5 and applicable regulations related to the handling of human remains of Native American origin, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.6 ENERGY - Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) Less-Than-Significant Impact. The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project sites, and delivery and haul truck trips.

Construction activities would comply with CARB’s “In-Use Off-Road Diesel Fueled Fleets Regulation”, which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed project would comply the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during the proposed project’s construction to the extent feasible, and proposed project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed project, Southern California Edison would provide electricity to the project sites. Energy use associated with operation of the proposed project would include electricity to power the digital signs 24 hours per day. Maintenance activities during operations, such as repair work on the digital signs, may involve the use of electric-powered equipment. The proposed project does not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies.

In March 2013, the City of Inglewood adopted an Energy and Climate Action Plan to guide the City toward attainable conservation goals that may also significantly reduce the impact of greenhouse gas emissions within the community. The Energy and Climate Action Plan proposes several policies related to energy-efficiency and conservation, including energy and water conservation design features in new development projects. The proposed project does not include any feature (i.e., substantially alter energy demands) that would interfere with the implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

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

a.i) No Impact. A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation map, the proposed project is located within the Alquist-Priolo Special Studies Zone.⁸ However, the proposed project consists of the installation of digital signs within the public ROW, which are non-habitable

⁸California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 2024.

structures. Therefore, the proposed project would not expose people or structures to the rupture of a known earthquake fault, and no impact would occur.

- a.ii) No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all areas in the seismically active Southern California region, the project sites are susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed project would not construct any habitable structures and does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. Therefore, no impact would occur.
- a.iii) No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the proposed project is located within a liquefaction hazard zone.⁹ However, the proposed project would not construct any habitable structures and does not include any activities that would increase the potential to expose people or structures to the adverse effects related to seismic-related ground failure, including liquefaction. Therefore, no impact would occur.
- a.iv) No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to landslides. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the project sites are not located within an earthquake-induced landslide area.¹⁰ Therefore, no impact would occur.
- b) No Impact.** A significant impact would occur if construction activities or future uses of the proposed project would result in substantial soil erosion or loss of topsoil. The proposed project would consist of the installation of digital signs in the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue. During ground disturbing activities, the project sites could potentially be subject to soil erosion or loss of topsoil. However, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts. Erosion is not expected to occur, because the surrounding areas are generally flat with gradual changes in elevation; there are no major slopes or bluffs on or adjacent to any of the sites.

⁹California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 2024.

¹⁰California Department of Conservation, *Landslide Inventory*, <https://maps.conservation.ca.gov/cgs/lsl/app/>, accessed September 2024.

The proposed project would require a minimal amount of grading; therefore, no impact would occur.

- c) **No Impact.** A significant impact would occur if the proposed project would cause geologic unit or soil on the project sites to become unstable or, if the project sites are on unstable geologic unit or soil, the proposed project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed above, the proposed project is located within a liquefaction hazard zone. It is not located in an earthquake-induced landslide area, respectively.¹¹ The proposed project would install digital signs in the public ROW and would not create liquefaction or landslide hazards because the proposed project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. Additionally, the surrounding area is relatively flat and, thus, are not susceptible to landslides. Therefore, no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Installation of proposed digital screens and would not create a risk to life or property, as the screens are unmanned and non-habitable structures. The proposed project would be installed in the public ROW, which is covered with impervious surfaces, and would not be built on expansive soils. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if adequate wastewater disposal were not available to the project sites. The digital signs would be constructed within in the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue, where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.
- f) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project directly or indirectly destroyed a unique paleontological resource or unique geologic feature. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. However, as discussed in Response to Checklist Question 3.5(b), any ground-disturbing activities associated with the proposed project would occur entirely in the public ROW, which has been subject to grading and development efforts multiple times. Any surficial paleontological resources that may have existed on the project sites are likely to have been previously disturbed or removed. Construction of the proposed project would involve minor grading and no excavation work. Operations of the proposed project would not involve any ground disturbing activities. Therefore, a less-than-significant impacts would occur.

¹¹California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.8 GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact.** The term “greenhouse gases” (GHGs) refers to a class of air pollutants that are generally believed to affect global climate conditions. The “greenhouse effect” characterizes the Earth and the atmosphere surrounding it as similar to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Aside from water vapor—which is not regulated as a GHG pollutant—the most environmentally prevalent GHGs that are emitted by human activities comprise carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The presence of these gaseous compounds in the atmosphere maintains the average surface temperature of the Earth close to 60°F. Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.¹²

In addition to CO₂, CH₄, and N₂O, common GHGs emitted by anthropogenic sources include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass). However, emissions of these GHGs associated with construction and operation of typical development projects occur at a much smaller scale; therefore, in accordance with guidance issued by the CARB and SCAQMD, this analysis focuses on emissions of CO₂, CH₄, and N₂O that would be generated by the proposed project.

CO₂ is the most abundant pollutant that contributes to climate change through processes such as fossil fuel combustion. CH₄ and N₂O are less abundant in the atmosphere than CO₂, but have greater climate forcing magnitudes per unit of mass emitted. To account for this higher climate forcing property, emissions of other GHGs are frequently expressed in the unit of equivalent mass of CO₂ that would have the same heat capacity potential, denoted as CO₂e. CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential—known as the global warming potential (GWP) of a GHG—is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For the purposes of this analysis the GWP of CH₄ is 25 and the GWP of N₂O is 298.

The CEQA Guidelines require that lead agencies adopt GHG thresholds of significance that are appropriate for projects within their jurisdiction. When adopting these thresholds, the amended CEQA Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor SCAQMD has officially adopted a bright line

¹²California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

quantitative screening threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA. The proposed project does not represent a typical land use development project, and therefore the City's 2013 Energy and Climate Action Plan (ECAP) Climate-Ready Development Standards are not directly applicable. In lieu of an officially adopted threshold, this analysis utilizes an interim screening threshold for annual GHG emissions that was recommended by the GHG CEQA Significance Threshold Stakeholder Working Group in October 2008.¹³ The Stakeholder Working Group convened a total of 15 times between April 2008 and September of 2010, but never published any legally binding significance threshold for GHG emissions. In collaboration with members of the Stakeholder Working Group, SCAQMD staff developed a *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. The interim guidance proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects. The tiered screening methodology was outlined in the minutes of the final Working Group meeting on September 28, 2010.¹⁴ For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year is utilized because it is the most conservative (i.e., lowest) threshold value that was recommended by SCAQMD staff.

GHG emissions that would be generated during construction and operation of the proposed project were estimated using CalEEMod (Version 2022.1), as recommended by the SCAQMD. CalEEMod quantifies estimates of GHG emissions from construction activities and operational conditions of CEQA projects. Sources of GHG emissions during proposed project construction would include heavy-duty off-road diesel equipment and vehicular travel to and from the project sites. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed project was summed and amortized over a 30-year operational period to represent long-term impacts. Sources of GHG emissions during future operation of the proposed project would be limited to indirect emissions associated with the provision of electricity to power the digital signs. The project design team estimates that each digital sign location would require approximately 11,712 kilowatt-hours (kWh) of electricity per year. For all 60 digital signs, the total annual electricity demand would be 702,720 kWh. The electrical utility would be connected to Southern California Edison's (SCE) grid, which is forecasted to have a carbon intensity of 351 pounds of carbon dioxide equivalents per megawatt-hour (lbCO_{2e}/MWh) in the operational year of 2025. There are 1,000 kWh per MWh, such that the project's electricity demand would be 702.72 MWh annually.

¹³SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

¹⁴SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2); Accessed on September 25, 2024.

Table 3-3 presents the estimated GHG emissions that would be generated on an annual basis by the proposed project, either directly or indirectly. Construction of the proposed project would produce approximately 112 MTCO₂e of direct GHG emissions between the summer of 2025 and the summer of 2026 combined, which equates to approximately 3.7 MTCO₂e annually over a 30-year operational horizon. The total annual operating emissions would be approximately 116 MTCO₂e per year after accounting for amortized construction emissions and indirect emissions associated with the supply of electricity, as well as occasional repairs. This magnitude of emissions is substantially below the most conservative quantitative draft interim threshold of 3,000 MTCO₂e per year recommended by SCAQMD to capture 90 percent of CEQA projects within its jurisdiction. Therefore, this impact would be less than significant.

TABLE 3-3: PROPOSED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS	
Scenario and Emission Source	Carbon Dioxide Equivalent Emissions (Metric Tons per Year)
CONSTRUCTION EMISSIONS	
Off-Road Construction Equipment Use (Direct) /a/	81
On-Road Construction Vehicle Activity	31
Total Construction GHG Emissions	112
Amortized Annual Construction GHG Emissions	3.7
OPERATIONAL EMISSIONS	
Energy Source Emissions (Indirect)	112
Mobile Source Emissions (Direct)	0.3
Amortized Construction Emissions (Direct)	3.7
TOTAL	116
SCAQMD Draft Interim Significance Threshold	3,000
Exceed Threshold?	No
/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. SOURCE: TAHA, 2024.	

- b) Less-Than-Significant Impact.** Implementation of the proposed project would generate minimal GHG emissions, as demonstrated by the analysis presented in **Table 3-3**. The proposed project would not interfere with SCE planning objectives to expand its portfolio of renewable energy supply as required by Senate Bill 1078, Senate Bill 350, and Senate Bill 100. These bills established targets of 60 percent of procured electricity to be from renewable sources by 2030, and 100 percent of electricity supplied by renewable resources by 2045. Furthermore, the proposed project would not interfere with objectives established by the City’s 2013 ECAP, which include provisions related to energy efficiency and reduced reliance on nonrenewable resources. Implementation of the proposed project would not introduce a new permanent direct source of GHG emissions to the project area, and the indirect emissions would decrease over time as SCE produces more of its electricity supply from renewable resources. Therefore, this impact would be less than significant, and no mitigation would be required.

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

a-b) Less-Than-Significant Impact. A significant impact would occur if the proposed project created a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it created a significant hazard through the accidental release of hazardous materials into the environment. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All hazardous materials during construction and operations would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations to minimize the potential for safety impacts to occur. The proposed project would install digital signs in the public ROW. Operations of the proposed project would not involve the use, storage, or disposal of hazardous materials. Therefore, impacts related to the creation of hazards to the public or the environment through the routine transport, use, disposal, or release of hazardous materials would be less than significant.

- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Multiple schools are located within one-quarter mile of the 20 generally designated project locations. There is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities for the proposed project. However, as discussed in Response to Checklist Question 3.9(a-b), any hazardous materials used during construction of the proposed project would be handled in accordance with applicable state laws and regulations and manufacturer's instructions. Therefore, a less-than-significant impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. The proposed project would install digital signs in the public ROW at 20 generally designated areas, none of which contain operational uses, buildings, or structures, nor would store or contain hazardous materials. A search of the EnviroStor and Geotracker databases determined that the 20 project locations are not included on any list compiled pursuant to Section 65962.5 of the Government Code.^{15,16} Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project was located within an airport land use plan or within two miles of a public airport or public use airport and would result in a safety hazard or excessive noise for people residing or working in the project area. While the proposed project is located adjacent to the Los Angeles International Airport Land Use Plan,¹⁷ the proposed project consists of the installation of digital street signs. Therefore, the proposed project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.
- f) **No Impact.** A significant impact would occur if the proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project is located in the vicinity of the emergency/disaster routes I-105 freeway, I-405 freeway, Hawthorne Boulevard, Crenshaw Boulevard, Florence Avenue, and Imperial Highway.¹⁸ However, the proposed project would not involve any uses that would interfere with an emergency response or evacuation plan, or with the use of these disaster routes in the event of an emergency or evacuation. Additionally, the proposed project would be reviewed by the Los Angeles County Fire Department (LACFD) to ensure that the proposed project would not interfere with the City's MHFP or the County's evacuation routes. Therefore, the proposed project would not

¹⁵Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed September 2024.

¹⁶Department of Toxic Substances Control, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed September 2024.

¹⁷Los Angeles County Airport Land Use Commission. *Los Angeles International Airport – Airport Influence Area*. https://case.planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf, accessed September 2024.

¹⁸County of Los Angeles Department of Public Works, *Disaster Routes*, https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf, accessed September 2024.

impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

- g) No Impact.** A significant impact would occur if the proposed project would expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. The project sites are located within an urbanized area of the City and is surrounded primarily by residential and commercial uses. The project sites are not located within a wildland area, and no wildlands are identified within the City.¹⁹ Therefore, no impact would occur.

¹⁹City of Inglewood, *Land Use Element of the General Plan*, adopted September 2016.

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

- a) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed project would install digital signs in the public ROW and would require minor grading to install the digital signs in the center medians and sidewalks. Ground disturbing activities would result in exposed soils and debris that may contribute pollutants in stormwater runoff. However, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Construction activities would comply with the provisions of the City’s Stormwater Management and Discharge Control Ordinance (Ord. 23-09), which would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The proposed project would not construct any changes to the City’s stormwater drainage system, and upon completion of construction activities, the area would have similar levels of impervious surfaces as existing conditions. The digital signs would not be connected to municipal water supplies, and no aspects of the operations of the proposed project would result in water quality or an increase in water or wastewater discharges. Therefore, a less-than-significant impacts would occur.

- b) No Impact.** A significant impact would occur if the proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. The proposed project would not require the use of groundwater, and the project sites are not currently used for groundwater recharge activities. Furthermore, the proposed project would not install any groundwater wells and would not otherwise directly withdraw any groundwater during construction or operations of the proposed project. Therefore, no impact would occur.
- c.i) No Impact.** A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project sites, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The project sites are located in an urbanized area of the City, and there are no streams or rivers in the vicinity of the project sites. Construction of the digital signs would involve minimal soil disturbance and would not result in substantial erosion or siltation off-site. The proposed project would be required to comply with local and State regulations and standards related to minimizing potential erosion, including the City's Stormwater Management and Discharge Control Ordinance. Upon completion of construction activities, the project area would have similar levels of impervious surfaces as existing conditions. Therefore, the proposed project would not alter existing drainage patterns in a manner that would result in erosion or flooding or increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff, and no impact would occur.
- c.ii) No Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project sites are located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the sites currently discharges to existing storm drains in the surrounding streets. The proposed project would not change the amount of pervious or impervious surfaces on the project sites, change the rate or volume of runoff from sites, or alter the existing drainage pattern of the surrounding area in a manner that would cause flooding impacts on- or off-site. Following construction of the proposed project, stormwater runoff from the project sites would be directed into existing storm drains that currently receive surface water runoff under existing conditions. Therefore, the proposed project would not change the amount of pervious or impervious surfaces on the project sites, change the rate or volume of runoff from sites, or alter the existing drainage pattern of the surrounding area in a manner that would result in flooding on- or off-site, and no impact would occur.
- c.iii) No Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff. As discussed above, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Compliance with the City's Stormwater Management and Discharge Control Ordinance would ensure that during construction, impacts related to the capacity of the City's existing storm drain system, the generation of polluted runoff, the impeding or redirection of runoff would be less than significant. No substantial changes in the existing drainage pattern would occur. Therefore, the proposed project would not change the amount of pervious or impervious surfaces on the project sites, change the rate or volume of runoff from sites, or alter the existing drainage pattern of surrounding area in a manner that would provide substantial additional sources of polluted runoff, no impact would occur.

- c.iv) No Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would impede or redirect flood flows. Flood hazard areas identified on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). An SFHA is an area that will be inundated by a flood event that has a 1 percent chance of being equaled or exceeded in any given year. The one percent annual chance flood zone is also referred to as the base flood zone or 100 year flood zone. The digital sign sites are not in a 100-year flood zone or SFHA.²⁰ All of the proposed locations are in Zone X, indicating that they are outside of 100- and 500-year flood zones. As discussed in Response to Checklist Question 3.10a), the proposed project would not result in a net increase of impervious surfaces in the project area, nor alter existing drainage. Therefore, the proposed project would not increase the amount of surface runoff in the project area, and no impact would occur.
- d) No Impact.** A significant impact would occur if the proposed project was located in a flood hazard, tsunami, or seiche zones, and therefore at risk of release of pollutants due to project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The project sites are not located near a body of water that is large enough to create a seiche during a seismic event. The project sites are located approximately five miles east of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. The proposed project and surrounding areas are not located in a 100-year flood zone or SFHA.²¹ Therefore, no impact would occur.
- e) No Impact.** A significant impact would occur if the proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As discussed in Response to Checklist Question 3.10(a), the proposed project would not result in a change in water quality or increase in water or wastewater discharges, nor result in a net increase of impervious surfaces in the project area. As discussed in Response to Checklist Question 3.10(b), the proposed project would not require the use of groundwater, would not install any groundwater wells, and would not otherwise directly withdraw any groundwater during construction or operations of the proposed project. The proposed project would not connect to any municipal water supplies. Therefore, no impact would occur.

²⁰Federal Emergency Management Agency, *FEMA's National Flood Hazard Layer (NFHL) (Viewer)*. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb519_96444d4879338b5529aa9cd, accessed September 2024.

²¹*Ibid.*

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.11 LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) No Impact.** A significant impact would occur if the proposed project would physically divide an established community. The proposed project would construct digital signs within the public ROW. Construction of the digital signs would not result in the physical division of an established community. The digital signs would be installed in 20 generally designated areas, and the proposed project would not introduce roadways or other infrastructure improvements that would bisect or transect the sites or surrounding uses or communities. Construction of the proposed project may require temporary lane closures adjacent to construction staging areas. However, access to the surrounding area would not be interrupted as a result of the proposed project. Signage would be provided to alert drivers, bicyclists and pedestrians of detours around construction staging areas. Additionally, during operations, the specific placement of digital signs would ensure pedestrian and traffic flows remain unhindered, and no streets or sidewalks would be permanently closed as a result of the proposed project. Therefore, no impact would occur.
- b) No Impact.** A significant impact would occur if the proposed project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project would be located within the public ROW, and the installation of the digital signs are not subject to zoning requirements. Therefore, the proposed project would not conflict with an adopted land use plan, policy, or regulation, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.12 MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. A significant impact would occur if the proposed project would result in the loss of availability of a known mineral resource that would be of value to the region or locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. The proposed project is located in an urbanized area and is surrounded primarily by residential and commercial uses. There are no areas within the City containing known mineral resources appropriate for mineral extraction. The proposed project is also not located on or near any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the project sites. Therefore, the proposed project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.13 NOISE - Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less-Than-Significant Impact.** Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA and a 10-dBA increase is subjectively heard as a doubling in loudness. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or “point source,” will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a mobile source will decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is perceived as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background noise level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in

the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Summary of Applicable Noise Regulations/Standards

The City has established noise standards to control unnecessary, excessive and annoying noise. The standards are codified in IMC Chapter 5, Article 2 (Noise Regulations). Construction noise is governed by IMC Section 5-41 (Construction of Building and Projects, Noise Regulated), which prohibits the use of construction tools, equipment, or the performance of any outside construction between the hours of 7:00 a.m. to 8:00 p.m. on buildings, structures, or projects within 500 feet of a residential zone in such a manner that a reasonable person residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been obtained from the Permits and Licenses Committee of the City.

Base Ambient Noise Levels (BANL), found in IMC Section 5-27 (Base Ambient Noise Levels), are noise levels specified by time period and land use zone. **Table 3-4** below displays the City’s BANL. The IMC states that actual noise level measurements that exceed the levels outlined in **Table 3-4** shall be employed as the BANL. Operational noise is governed by IMC Sections 5-30 (Maximum Residential Noise Levels) and Section 5-31 (Maximum Nonresidential Noise Levels), which establishes a maximum duration period during which exterior and interior noise levels on a property may exceed the BANL. Maximum residential noise levels are shown in **Table 3-5**. For commercial and industrial land uses, noise levels shall not exceed the BANL for a maximum of 30 cumulative minutes in any hour.

TABLE 3-4: BASE AMBIENT NOISE LEVELS		
Decibels	Time	Land Use Zone
45 dB(A)	10:00 p.m. – 7:00 a.m.	Residential
55 dB(A)	7:00 a.m. – 10:00 p.m.	Residential
65 dB(A)	Anytime	Commercial and uses not specified
75 dB(A)	Anytime	Industrial
SOURCE: City of Inglewood Municipal Code, Section 5-27 (Base Ambient Noise Level).		

The City’s General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The General Plan outlines land use compatibility standards as a guideline for locating new land uses, which have been adopted from the California Office of Noise Control. As shown in **Table 3-6**, the General Plan Noise Element also contains operational noise standards for various noise sensitive uses.

TABLE 3-5: MAXIMUM RESIDENTIAL NOISE LEVELS	
Noise Level Exceeded	Maximum Duration Period Land Use Zone
EXTERIOR NOISE	
BANL	30 minutes in any hour
5 dBA above BANL	15 minutes in any hour
10 dBA above BANL	5 minutes in any hour
15 dBA above BANL	1 minute in any hour
20 dBA above BANL	Not permitted
INTERIOR NOISE	
BANL	5 minutes in any hour
5 dBA above BANL	1 minute in any hour
10 dBA above BANL	Not permitted
SOURCE: City of Inglewood Municipal Code, Section 5-30 (Maximum Residential Noise Levels).	

TABLE 3-6: INTERIOR AND EXTERIOR NOISE STANDARDS			
Land Use Categories	Land Use	Noise Level (dBA CNEL)	
		Interior	Exterior
Residential	Single Family, Duplex, Multiple Family	45	65
	Mobile Homes	-	65
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	65
	Commercial Retail, Bank, Restaurant	55	-
	Office Building, Research and Development, Offices, City Office Building	45	-
	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	45	-
	Gymnasium (multipurpose)	50	-
	Sports Club	55	-
	Manufacturing, Warehousing, Wholesale, Utilities	65	-
Institutional	Movie Theatres	45	-
	Hospital, Schools' Classroom	45	65
Open Space	Church, Library	45	-
	Park	-	65
SOURCE: City of Inglewood, General Plan.			

Sensitive Land Uses and Existing Noise Levels

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors have been identified along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue are described in **Table 3-7**.

TABLE 3-7: SENSITIVE LAND USES	
Digital Sign Installation Location	Sensitive Land Uses
Century Blvd. between La Cienega Blvd. and Crenshaw Blvd.	Temporary lodging (hotels/motels), residences, Iglesia Fuente De Vida (place of worship), Cinepolis Luxury Cinemas,
Manchester Blvd. between La Cienega Blvd. to Crenshaw Blvd.	Temporary lodging (hotels/motels), residences, Inglewood Public Library, Inglewood High School, Inglewood Health Care Center, First Presbyterian Church (place of worship), Inglewood Park Cemetery, Academy Cathedral (place of worship)
Prairie Ave. between Manchester Blvd. and Century Blvd.	Temporary lodging (hotels/motels), residences, Iglesia Hispana Central (place of worship)
Florence Ave. between La Cienega Blvd. to Prairie Ave.	Edward Vincent Jr. Park, Inglewood Park Cemetery, West Region CTV Surgeons & Vein Center, United Medical Research Institute
La Cienega Blvd. between Century Blvd. to Florence Ave.	Residences
SOURCE: TAHA, 2024.	

Roadways where the digital signs would be installed are all major arterial roadways. The primary existing source of noise is vehicular traffic along these roadways. According to the California Department of Transportation, noisy urban areas with high traffic volumes typically have a noise level of approximately 70 to 75 dBA. Additional sources of noise in the project area include the I-405 freeway and aircraft flyovers and landings associated with the Los Angeles International Airport.

Construction

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction of the digital signs would involve minimal equipment and would occur for a limited duration; installation would typically take approximately three days at each project site. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 3-8**.

Construction activities typically require the use of numerous pieces of noise-generating equipment. **Table 3-8** also accounts for the likelihood that multiple pieces of construction equipment would be operating simultaneously and includes the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, the drill footing and column footing phase would generate the loudest noise level of approximately 78.8 dBA L_{eq} at 50 feet assuming the two loudest pieces of construction equipment would be operating at the same time.

Table 3-9 presents the estimated noise levels based on distance from construction activity for informational purposes. Construction activity would typically occur within the sidewalk or center median of the roadway. Construction equipment would typically be located at least 25 feet away from sensitive receptors when occurring on the sidewalk and typically more than 50 feet away when in the center median. At a distance of approximately 25 feet the noise level would be approximately 84.8 dBA, L_{eq} and at distance of 50 feet the noise level would be approximately 78.8 dBA, L_{eq} .

TABLE 3-8: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES	
Construction Equipment	Noise Level at 50 feet (dBA, Leq)
POTHOLE PHASE	
Excavator	72.6
Combined Noise Level	72.6
DRILL FOOTING & COLUMN FOOTING PHASE	
Drill Rig	77.6
Skid Steer Loader	64.3
Dump Truck	72.5
Crane	72.6
Flatbed Truck	70.3
Combined Noise Level	78.8
REPAIR MEDIAN PHASE	
Work Truck	71.0
Combined Noise Level	71.0
CLADDING, DISPLAYS CABINET, CONNECT DISPLAYS PHASE	
Crane	72.6
Flatbed Truck	70.3
Combined Noise Level	74.6
SOURCE: FHWA, Roadway Construction Noise Model, Version 1.1, 2008.	

TABLE 3-9: CONSTRUCTION NOISE LEVELS BY DISTANCE	
Distance to Construction (Feet)	Typical Construction Noise Level at Sensitive Receptor (dBA, Leq)
25	84.8
50	78.8
100	72.8
200	66.8
300	63.2
400	60.7
500	58.8
SOURCE: TAHA, 2024.	

Construction activity would occur along major arterial roadways which already have elevated noise levels versus if construction activity occurred in quieter residential areas. As noted above under sensitive land uses and existing noise levels, noisy urban areas with high traffic volumes typically have a noise level of approximately 70 to 75 dBA, which would be similar to anticipated construction noise levels. The proposed project would not include nighttime construction during more noise-sensitive hours. Hauling trips would be limited to equipment delivery with minimal material export due to the limited requirements for potholing. Off-site truck trips would therefore not be a significant source of noise. The City controls noise exposure from typical construction activities through time limitations. Construction would comply with the IMC Section 5-41 allowable construction hours of 7:00 a.m. to 8:00 p.m., which is designed to control noise exposure. Therefore, the proposed project would result in a less-than-significant impact related to construction noise.

Operations

No operational sources of noise would be included as part of the proposed project. The digital signs would not include sound and would solely display visual information. Therefore, no impact would occur related to operational noise.

b) Less-Than-Significant Impact

Construction

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

The primary concern regarding construction vibration relates to building damage, which is assessed in terms of peak particle velocity (PPV). The operation of heavy construction equipment in close proximity to sensitive structures can result in vibration damage. Typical vibration levels associated with relevant construction equipment are provided in **Table 3-10**. Importantly, construction would not require pile driving.

TABLE 3-10: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT		
Equipment	Peak Particle Velocity at 25 feet (Inches/Second)	Vibration Decibels at 25 feet (Micro-Inches/Second)
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58
SOURCE: FTA, <i>Transit Noise and Vibration Impact Assessment</i> , September 2018.		

The City has not established vibration standards for construction activities. The Federal Transit Administration (FTA) has published guidance stating that non-engineer timber and masonry buildings (typical single-family residences) can withstand a PPV up to 0.2 inches per second; engineered concrete and masonry buildings (e.g., typical commercial and multi-family residential buildings) can withstand a PPV up to 0.3 inches per second without experiencing damage. Structures would typically be at least 25 feet away from construction equipment as the construction sites would be on the sidewalk or in the center median of the roadway. Construction vibration levels would not exceed the vibration damage threshold of 0.2 or 0.3 inches per second. Therefore, the proposed project would result in a less-than-significant impact related to vibration damage.

Vibration annoyance is another concern related to construction activity, which is assessed in terms of vibration decibels (VdB). However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. Land uses particularly sensitive to vibration annoyance during daytime construction hours include, but are not limited to, hospitals, schools, museums, concert halls, television studios, recording studios, auditoriums, theaters, and research facilities with sensitive equipment (e.g., microscopes). **Table 3-11** shows that vibration levels would not exceed the annoyance criteria at vibration sensitive uses. Therefore, the proposed project would result in a less-than-significant impact related to vibration annoyance.

TABLE 3-11: CONSTRUCTION VIBRATION LEVELS AT SENSITIVE RECEPTORS (ANNOYANCE)				
Sensitive Receptor	Distance (feet) /a/	Vibration Level (VdB)	Threshold (VdB)	Exceed Threshold?
Inglewood High School	50	49	75	No
West Region CTV Surgeons & Vein Center	90	41	65	No
Cinepolis Luxury Cinemas	180	32	65	No
United Medical Research Institute	360	23	65	No
/a/ Measured from the project site to the nearest structure. SOURCE: TAHA, 2024.				

In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses. Rubber-tired vehicles, including trucks, rarely generate perceptible vibration.²² It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, the proposed project would result in a less-than-significant impact related to construction vibration.

Operations

The proposed project would not include significant sources of vibration. The digital signs would be stationary and would not generate any vibration. Therefore, no impact would occur related to operational vibration.

- c) **No Impact.** The proposed project is located adjacent to the Los Angeles International Airport Land Use Plan. The proposed project would consist of non-noise sensitive digital signs. Therefore, no impact would occur related to excessive aircraft.

²²Federal Transportation Authority (FTA), *Transit Noise and Vibration Impact Assessment*, September 2018.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.14 POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. No residential development is proposed under the project; therefore, the proposed project would not directly induce population growth in the area. Additionally, the proposed project would not require or result in the extension of utilities or roadways. The proposed project would generate a small number of short-term construction jobs; however, construction employment would be absorbed from the local labor force rather than attract new workers to the region. Therefore, no impact would occur.
- b) **No Impact.** A significant impact would occur if the proposed project would displace substantial numbers of existing people or housing. The proposed project includes the installation of digital signs within the public ROW, which are non-habitable structures and would not displace existing people or require the construction of replacement housing. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 PUBLIC SERVICES - Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i) No Impact. A significant impact would occur if the proposed project would result in substantial adverse impacts such that fire protection services would not be able to adequately serve the proposed project, necessitating a new station or physical alteration of a fire station. The Los Angeles County Fire Department (LACFD) provides fire protection and paramedic services to residents and businesses within the City. The City of Inglewood has a total of four LACFD Fire Stations: Fire Station 171 (141 West Regent Street), Fire Station 172 (810 Centinela Avenue), Fire Station 173 (9001 South Crenshaw Boulevard), and Fire Station 4 (10701 South Crenshaw Boulevard).

The proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not increase demands for fire protection and emergency medical services nor require the need for new or physically altered fire facilities. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Flammable materials and liquids may also be present during construction. Construction of the proposed project would require temporary lane closures and may require temporary closures to bicycle lanes and sidewalks. The project applicant would develop a Construction Management Plan to address potential impacts to the circulation system resulting from construction activities. The project applicant would communicate the provisions of the Construction Management Plan, including procedures for temporary lane closures, to the LACFD, who would review and approve of the Plan. Construction activities would not involve the closure of an entire street and emergency access would remain available along all surrounding streets. Therefore, no impact would occur.

a.ii) No Impact. A significant impact would occur if the proposed project would result in substantial adverse impacts such that police and law enforcement services are unable to maintain acceptable performance objectives. The Inglewood Police Department (IPD) provides police protection services to residents and businesses within the City of Inglewood. IPD headquarters is located at One West Manchester Boulevard. The

proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not increase demands for police protection. As discussed in Response to Checklist Question 3.15(a.i), construction of the proposed project would require temporary lane closures and may require temporary closures to bicycle lanes and sidewalks. The Construction Management Plan would address potential impacts to the circulation system and include procedures for temporary lane closures. The project applicant would communicate the provisions of the Construction Management Plan, including procedures for temporary lane closures, to the IPD, who would review and approve of the Plan. Therefore, no impact would occur.

- a.iii) No Impact.** A significant impact would occur if the proposed project would create a substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not generate an increase in the student population in the area nor require the need for new or physically altered school facilities. Therefore, no impact would occur.
- a.iv) No Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system. The City's Parks, Recreation and Community Services Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services within the City. The proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not increase demands for parks. The proposed project does not include the development of any residential uses or the development of any uses that would generate new residents. Therefore, no impact would occur.
- a.v) No Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, which exceed the capacity available to serve the project sites, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The City is served by the Inglewood Public Library system, the closest Inglewood Public Library is located at Crenshaw Imperial Branch Library, located at 11141 Crenshaw Boulevard approximately two miles south of the project sites. An increase in the demand for libraries is typically associated with residential development. The Proposed Project does not include the development of any residential uses or the development of any uses that would generate new residents. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.16 RECREATION - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) No Impact. A significant impact would occur if the proposed project increased the use of existing park and recreational facilities so as to accelerate or induce their physical deterioration. The City of Inglewood has a total of 11 parks and two community centers. As discussed in Response to Checklist Question 3.15(a.iv), the proposed project does not include the development of any residential uses or the development of any uses that would generate new residents. The proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause adverse deterioration or acceleration of deterioration. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.17 TRANSPORTATION - Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The proposed project would not change roadway designations from those in the Circulation Element of City’s General Plan and would be consistent with adopted plans and policies related to the circulation system. Construction activities would require temporary lane closures, which would temporarily reduce travel lanes in the construction area. Bicycle lanes and sidewalks may be temporarily closed during construction. However, a Construction Management Plan would be developed to include appropriate measures to maintain vehicular, bicycle, and pedestrian connectivity in the project area. Signage would be provided to alert drivers, bicyclists and pedestrians of detours around construction staging areas.

Installation of the proposed digital displays would generate small numbers of worker commute trips and heavy truck trips. However, the traffic generated during the construction phase would be minimal and would cease upon installation of the digital signs, which would occur in phases. During operations, the circulation network would remain unchanged compared to existing conditions, and no aspects of the proposed project would result in the generation of any traffic.

The proposed project would not conflict with policies supporting alternative transportation modes, and no changes to exiting bicycle or pedestrian facilities would occur. The proposed project would not change or alter existing streets and it would not impact other existing circulation infrastructure. Therefore, the proposed project would not conflict with the Circulation Element of the Inglewood General Plan, and a less-than-significant impact would occur.

- b) Less-Than-Significant Impact.** A significant impact would occur if the project was inconsistent with CEQA Guidelines Section 15064.3(b). Senate Bill (SB) 743 was enacted in 2013 to further the assessment of transportation impacts under CEQA, and in 2018 CEQA Guidelines were published that incorporate SB 743 by promulgating the use of vehicle miles traveled (VMT) and VMT reductions as a significance threshold metric.

Temporary worker commute trips and heavy truck trips would generate minimal VMT during construction. Installation of the digital signs would occur in phases to reduce impacts related to traffic generated by temporary lane closures. No aspects of the proposed project's operational phase would result in an increase in VMT. Therefore, the proposed project would not have the potential to conflict with VMT reduction efforts of SB 743, and a less-than-significant impact would occur.

- c) No Impact.** A significant impact would occur if the proposed project substantially increased hazards due to a geometric design feature or incompatible uses. Construction of the proposed project would result in temporary lane closures within the construction area, and bicycle lanes and sidewalks in the project area may need to be closed temporarily. The Construction Management Plan would include the provision of appropriate signage to alert drivers, bicyclists and pedestrians of detours.

The digital signs would be installed within the public ROW of major streets, and installation of the digital signs would not involve any major changes to existing on-site circulation patterns, building footprints, or landscaping. The proposed project would not include the construction of any new roads or the modification of any existing roads that would result in an increase in hazards. As stated in Response to Checklist Question 3.1(c), the digital signs would include automatic dimming technology to ensure that the digital displays are no brighter than 0.3 footcandles above ambient lighting. Additionally, the proposed project design would also be reviewed by the Planning Division and the LACFD during the City's plan review process to ensure all applicable requirements are met. The digital signs would therefore not introduce any hazardous design features or incompatible uses, and no impact would occur.

- d) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would result in inadequate emergency access. Construction of the digital signs would require temporary lane closures. However, the project applicant would communicate the provisions of the Construction Management Plan, including procedures for temporary lane closures, to the LACFD and IPD. During operations, emergency access points and roadways adjacent to and surrounding the proposed digital signs would remain unchanged from the existing conditions. The project design would comply with the City's applicable emergency access requirements and LACFD requirements regarding fire emergency access. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.18 TRIBAL CULTURAL RESOURCES - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The proposed project would install kiosks and digital street displays within the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City. There are no historic resources on, adjacent to, or in proximity to the project sites listed in the California Register of Historical Resources pursuant to in Section 15064.5. The City does not currently have a historic preservation ordinance. The City has one landmark listed under its historic preservation program as defined in Public Resources Code Section 5020.1(k), Centinela Springs²³, which is located approximately three miles north of the project sites. The other 112 sites, which are primarily clustered around the City’s Downtown, have been found to be potentially eligible properties²⁴.

In compliance with Assembly Bill 52, Native American nations traditionally and culturally affiliated with the geographic area of the project sites were notified of the proposed project. To ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected, the Kizh Nation recommended that mitigation measures be imposed on the proposed project. Therefore, with implementation of Mitigation Measures **TCR-1** through **TCR-3**, impacts related to the tribal cultural resources would be less than significant.

b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported

²³California Office of Historic Preservation, *California Historical Resources*, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>, accessed September 2024.

²⁴Los Angeles Conservancy, *Inglewood*, <https://www.laconservancy.org/communities/inglewood>, accessed September 2024.

by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). As discussed in Response to Checklist Question 3.18(a), Native American nations affiliated with the geographic area of the project sites were notified of the proposed project, and the Kizh Nation recommended that mitigation measures be imposed on the proposed project to ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected. Therefore, with implementation of Mitigation Measures **TCR-1** through **TCR-3**, impacts related to the tribal cultural resources would be less than significant.

MITIGATION MEASURES

- TCR-1** The project applicant shall retain and compensate a Tribal monitor/consultant who is approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the Native American Heritage Commission's Tribal Contact list for the project area. The Tribal monitor/consultant shall be present during all ground-disturbing activities, both on-site and off-site, associated with the project. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The tribal monitor/consultant shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project sites' grading and excavation activities are completed, or when the tribal representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.
- TCR-2** Upon discovery of any archaeological resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place.

If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

TCR-3 Native American human remains are defined in Public Resources Code Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission and Public Resources Code Section 5097.98 shall be followed.

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission as mandated by state law who will then appoint a Most Likely Descendent (MLD).

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

a) **No Impact.** A significant impact would occur if the proposed project would require or result in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects. Utility companies serving the proposed project would include Golden State Water Company for water services, Los Angeles County Sanitation Districts (LACSD) for wastewater services, the City of Inglewood for stormwater drainage management, Southern California Edison for electric services, Southern California Gas Company for natural gas facilities, and Spectrum for telecommunication facilities.

Construction activities would generate minimal water usage via the use of water on graded areas to prevent fugitive dust. Runoff generated from construction watering activities would be channeled into the City's storm water drainage system. Wastewater would be generated via portable toilets located at construction staging areas. These activities would not generate sufficient water or wastewater to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The proposed project would involve the use of natural gas or telecommunications facilities.

Operational activities would use electricity to power the digital signs 24 hours per day. The digital signs would be comprised of energy efficient LED lights and would be equipped with automatic dimmer technology to adjust the brightness depending on ambient lighting conditions. The proposed project would not consume sufficient electricity to require or result in the construction of new electricity generation facilities or the expansion of existing facilities. Therefore, no impact would occur.

- b) No Impact.** A significant impact would occur if the proposed project would increase water usage such that the project sites would not have enough water supplies during normal, dry and multiple dry years. As discussed in Response to Checklist Question 3.19(a), the proposed project would use minimal water supplies to cover graded areas during construction. Water usage would not be sufficient to deplete existing water supplies such that the Golden State Water Company would not have enough water supplies during normal, dry, or multiple dry years. Operations of the digital signs would not require the use of water or require any connections to municipal water supplies. Therefore, no impact would occur.
- c) No Impact.** A significant impact would occur if the proposed project's water demand exceeded the capacity of the project sites' wastewater treatment provider. Wastewater generated within the City is conveyed to the A.K. Warren Water Resource Facility, formerly known as Joint Water Pollution Control Plant (JWPCP), in Carson via interceptor sewers managed by the LACSD. JWPCP treats 260 million gallons per day (MGD) with a design capacity to process 400 MGD of wastewater.²⁵ As discussed in Response to Checklist Question 3.19(a), construction of the proposed project would generate minimal amounts of wastewater from the portable toilets located at construction staging areas. The proposed project's wastewater demand would be met, and the proposed project would not cause JWPCP's flow to rate to exceed capacity. Operations of the digital signs would not require any connections to LACSD collection and treatment system, nor generate any wastewater. Therefore, no impact would occur.
- d-e) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would generate solid waste in excess of State or local standards, the capacity of local infrastructure, or State and local solid waste reduction goals; or if the proposed project would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. collection services for most multi-family residential developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. The Waste Management Act (Assembly Bill 939) requires each California City and County to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction would meet Assembly Bill 939's mandated diversion goals of 50 percent.

Installation of the digital signs would generate solid waste in the form of sidewalk and/or asphalt demolition debris. However, solid waste generation would be minimal and would cease upon installation of each digital sign. No aspects of the proposed project's operations would result in the generation of solid waste. A portion of solid waste generated by the proposed project would be recycled in accordance to Assembly Bill 939. The proposed project would not generate excess solid waste that would impair the City's attainment of solid waste diversion per Assembly Bill 939. The proposed project can be adequately served by the City's solid waste provider and would comply with regulations related to solid waste. Therefore, a less-than-significant impact would occur.

²⁵Los Angeles County Sanitation District, *A.K. Warren Water Resource Facility*, <https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.20 WILDFIRE - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) No Impact. A significant impact would occur if the proposed project would substantially impair an adopted emergency response plan or emergency evacuation plan. The Board of Forestry and Fire Protection is a Governor-appointed body, whose mission is to lead California in developing policies and programs that serve the public interest in environmentally, economically and socially sustainable forest and rangeland management; and a fire protection system that protects and serves the people of the state. One of its statutory responsibilities are to provide direction and guidance to the Department of California of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE maintains a list of cities that are considered Very High Fire Hazard Severity Zones (VHFHSZ).²⁶ The City of Inglewood is currently not on the VHFHSZ list. The nearest VHFHSZ is located north of the proposed project within the Kenneth Hahn State Recreation Area. The project area is relatively flat and located in an urbanized part of the City developed with commercial and residential uses. There are no slopes or hills that would potentially expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Furthermore, the proposed project would not affect or interfere with emergency/disaster routes in the project area. Therefore, no impact would occur.

²⁶California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.21 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that 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).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project would cause the loss or destruction of individuals of a species or degrade a sensitive habitat. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The project sites are within a highly urbanized area surrounded by residential, commercial, and institutional uses. The proposed project would be constructed within the public ROW, and the construction staging areas would not contain, abut, or be in proximity to sensitive natural resources. As demonstrated in Response to Question 3.4 Biological Resources, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would have minimal potential to impact sensitive wildlife species and natural communities during construction activities. The project sites do not contain riparian habitat or other sensitive natural communities and does not contain wetlands.

The proposed project would not eliminate important examples of major periods of California history or prehistory since no historic resources are located on the project sites and construction activities associated with the proposed project are not expected to disturb any undiscovered archaeological resources (See Section 3.5, Cultural Resources and Section 3.18, Tribal Cultural Resources). The proposed project would involve minor grading activities within the public ROW, which has been subject to grading and development activities multiple times. However, there is the potential for such actions to unearth, expose, or disturb subsurface Native American resources that were not observable on the surface. However, with the implementation of Mitigation Measures **TCR-1** through **TCR-3**, potential impacts to tribal cultural resources that represent major periods of California history or prehistory would be reduced to less than significant.

- b) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the vicinity of the proposed project, the impacts of each additional project will be evaluated and mitigated on a case by case basis; therefore, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures included in this Initial Study and compliance with existing regulations. None of these potential impacts are considered cumulatively considerable. Related projects would be subject to the same regulations. Therefore, with mitigation measures incorporated, the proposed project, in conjunction with related projects, would not result in significant cumulatively considerable impacts.
- c) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact may occur if the proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures included in this Initial Study and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section also documents all the sources that contributed in the preparation of this IS/MND.

4.1 LEAD AGENCY

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Natasha Mapp, Document Production

4.3 SOURCES CONSULTED

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Appendix A

Air Quality Calculations

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Inglewood Digital Kiosk & Sign Network
Construction Start Date	6/16/2025
Operational Year	2025
Lead Agency	City of Inglewood
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	17.8
Location	33.94562856296328, -118.35253432301622
County	Los Angeles-South Coast
City	Inglewood
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4548
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Other Non-Asphalt Surfaces	0.60	1000sqft	0.01	0.00	0.00	0.00	—	Assume 10 square feet per install, 60 installs.
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-3	Use Local Construction Contractors

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289
Mit.	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.11	1.05	1.41	< 0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338
Mit.	0.13	0.11	1.05	1.41	< 0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.02	0.02	0.19	0.26	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	55.4	55.4	< 0.005	< 0.005	0.02	56.0
Mit.	0.02	0.02	0.19	0.26	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	55.4	55.4	< 0.005	< 0.005	0.02	56.0
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.11	1.05	1.41	< 0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.02	0.02	0.19	0.26	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	55.4	55.4	< 0.005	< 0.005	0.02	56.0

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.11	1.05	1.41	< 0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.02	0.02	0.19	0.26	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	55.4	55.4	< 0.005	< 0.005	0.02	56.0

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	714	714	0.07	0.01	0.00	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	714	714	0.07	0.01	0.00	718

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	674	674	0.06	0.01	< 0.005	678
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	112	112	0.01	< 0.005	< 0.005	112
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	714	714	0.07	0.01	—	718
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	714	714	0.07	0.01	0.00	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	714	714	0.07	0.01	—	718
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	714	714	0.07	0.01	0.00	718
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	< 0.005	1.28
Area	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	673	673	0.06	0.01	—	677
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	674	674	0.06	0.01	< 0.005	678
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.21	0.21	< 0.005	< 0.005	< 0.005	0.21
Area	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	111	111	0.01	< 0.005	—	112
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	112	112	0.01	< 0.005	< 0.005	112

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	714	714	0.07	0.01	—	718
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	714	714	0.07	0.01	0.00	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	714	714	0.07	0.01	—	718
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	714	714	0.07	0.01	0.00	718
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	< 0.005	1.28
Area	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	673	673	0.06	0.01	—	677
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	674	674	0.06	0.01	< 0.005	678
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.21	0.21	< 0.005	< 0.005	< 0.005	< 0.005	0.21
Area	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	111	111	0.01	< 0.005	—	—	112
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.00	112	112	0.01	< 0.005	< 0.005	< 0.005	112

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.19	1.60	1.94	< 0.005	0.05	—	0.05	0.04	—	0.04	—	264	264	0.01	< 0.005	—	265
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Inglewood Digital Kiosk & Sign Network Detailed Report, 9/30/2024

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.7	21.7	< 0.005	< 0.005	—	21.8
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.59	3.59	< 0.005	< 0.005	—	3.60
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Demolition (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.19	1.60	1.94	< 0.005	0.05	—	0.05	0.04	—	0.04	—	264	264	0.01	< 0.005	—	265
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.7	21.7	< 0.005	< 0.005	—	21.8
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.59	3.59	< 0.005	< 0.005	—	3.60
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.42	0.36	3.97	5.44	0.01	0.14	—	0.14	0.13	—	0.13	—	1,122	1,122	0.05	0.01	—	1,126
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.33	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.3	92.3	< 0.005	< 0.005	—	92.6
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.3	15.3	< 0.005	< 0.005	—	15.3
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140	
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3	
Hauling	0.01	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	139	139	0.01	0.02	0.32	146	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1	
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45	
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.01	11.9	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83	
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90	
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.98	

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

Off-Road Equipment	0.42	0.36	3.97	5.44	0.01	0.14	—	0.14	0.13	—	0.13	—	1,122	1,122	0.05	0.01	—	1,126
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.33	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.3	92.3	< 0.005	< 0.005	—	92.6
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.3	15.3	< 0.005	< 0.005	—	15.3
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.01	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	139	139	0.01	0.02	0.32	146
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.4	11.4	< 0.005	< 0.005	0.01	11.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.89	1.89	< 0.005	< 0.005	< 0.005	1.98

3.5. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.23	2.55	2.34	0.01	0.08	—	0.08	0.07	—	0.07	—	643	643	0.03	0.01	—	645
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.42	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	106	106	< 0.005	< 0.005	—	106
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.5	17.5	< 0.005	< 0.005	—	17.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.9	21.9	< 0.005	< 0.005	0.04	22.2
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.62	3.62	< 0.005	< 0.005	0.01	3.67
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.73	1.73	< 0.005	< 0.005	< 0.005	1.80
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.23	2.55	2.34	0.01	0.08	—	0.08	0.07	—	0.07	—	643	643	0.03	0.01	—	645
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.42	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	106	106	< 0.005	< 0.005	—	106
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.5	17.5	< 0.005	< 0.005	—	17.6

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140	
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.9	21.9	< 0.005	< 0.005	0.04	22.2	
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.62	3.62	< 0.005	< 0.005	0.01	3.67	
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.73	1.73	< 0.005	< 0.005	< 0.005	1.80	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.7. Paving (2025) - Unmitigated

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

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

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Off-Road Equipment	0.16	0.13	1.31	1.78	< 0.005	0.05	—	0.05	0.05	—	0.05	—	280	280	0.01	< 0.005	—	281
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.0	23.0	< 0.005	< 0.005	—	23.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.81	3.81	< 0.005	< 0.005	—	3.82
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Paving (2025) - Mitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.31	1.78	< 0.005	0.05	—	0.05	0.05	—	0.05	—	280	280	0.01	< 0.005	—	281
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.0	23.0	< 0.005	< 0.005	—	23.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.81	3.81	< 0.005	< 0.005	—	3.82
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	138	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.5	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.1
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	671	671	0.06	0.01	—	675
undefined	—	—	—	—	—	—	—	—	—	—	—	—	43.1	43.1	< 0.005	< 0.005	—	43.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	714	714	0.07	0.01	—	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	671	671	0.06	0.01	—	675
undefined	—	—	—	—	—	—	—	—	—	—	—	—	43.1	43.1	< 0.005	< 0.005	—	43.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	714	714	0.07	0.01	—	718

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	111	111	0.01	< 0.005	—	112
undefined	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29	< 0.005	< 0.005	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	—	—	111	111	0.01	< 0.005	—	112

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	671	671	0.06	0.01	—	675
undefined	—	—	—	—	—	—	—	—	—	—	—	—	43.1	43.1	< 0.005	< 0.005	—	43.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	714	714	0.07	0.01	—	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	671	671	0.06	0.01	—	675
undefined	—	—	—	—	—	—	—	—	—	—	—	—	43.1	43.1	< 0.005	< 0.005	—	43.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	714	714	0.07	0.01	—	718
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	111	111	0.01	< 0.005	—	112

undefine	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29	< 0.005	< 0.005	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111	0.01	< 0.005	—	112

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	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

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

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

4.7. 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)

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.7.2. Mitigated

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

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.8. 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)

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

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

4.8.2. Mitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

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

4.9.2. Mitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetati on	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
-------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

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

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

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

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	6/16/2025	7/25/2025	5.00	30.0	Dig Pothole
Site Preparation	Site Preparation	6/16/2025	7/25/2025	5.00	30.0	Drill Footing; Install column footing
Building Construction	Building Construction	6/16/2025	9/5/2025	5.00	60.0	Cladding Displays Cabinets; Connect Displays
Paving	Paving	6/16/2025	7/25/2025	5.00	30.0	Repair Median/Sidewalk

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	4.00	33.0	0.73
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation	Cranes	Diesel	Average	1.00	4.00	367	0.29
Site Preparation	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56

Paving	Paving Equipment	Diesel	Average	1.00	6.00	81.0	0.42
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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	4.00	33.0	0.73
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation	Cranes	Diesel	Average	1.00	4.00	367	0.29
Site Preparation	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Paving Equipment	Diesel	Average	1.00	6.00	81.0	0.42

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	2.00	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	0.00	0.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	10.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00	10.2	HHDT,MHDT
Site Preparation	Hauling	2.00	20.0	HHDT

Site Preparation	Onsite truck	0.00	0.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	2.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	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	2.00	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	0.00	0.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	10.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00	10.2	HHDT,MHDT
Site Preparation	Hauling	2.00	20.0	HHDT
Site Preparation	Onsite truck	0.00	0.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	0.00	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	2.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Sweep paved roads once per month	15%	15%

5.5. Architectural Coatings

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

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	30.0	—
Site Preparation	0.00	60.0	0.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.01

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
Other Non-Asphalt Surfaces	0.01	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	349	0.03	< 0.005

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
Total all Land Uses	0.00	0.00	0.00	30.0	0.00	0.00	0.00	600

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	36.0

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)
Other Non-Asphalt Surfaces	702,720	349	0.0330	0.0040	0.00

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)
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Other Non-Asphalt Surfaces	702,720	349	0.0330	0.0040	0.00
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5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Other Non-Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Other Non-Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Other Non-Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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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
Air Compressors	Electric	Average	1.00	8.00	46.0	0.45

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Air Compressors	Electric	Average	1.00	8.00	46.0	0.45

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.03	annual days of extreme heat
Extreme Precipitation	5.60	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

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

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

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	4	1
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	4	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 do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	4	1
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	4	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	29.9
AQ-PM	80.7

AQ-DPM	45.7
Drinking Water	53.5
Lead Risk Housing	99.6
Pesticides	30.3
Toxic Releases	91.3
Traffic	43.6
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	26.2
Haz Waste Facilities/Generators	31.5
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	92.4
Cardio-vascular	86.8
Low Birth Weights	39.5
Socioeconomic Factor Indicators	—
Education	89.1
Housing	58.8
Linguistic	85.2
Poverty	54.0
Unemployment	70.9

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	27.89683049

Employed	43.98819453
Median HI	23.86757346
Education	—
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	56.51225459
Transportation	—
Auto Access	25.92069806
Active commuting	72.65494675
Social	—
2-parent households	61.28576928
Voting	23.00782754
Neighborhood	—
Alcohol availability	4.516874118
Park access	51.94405235
Retail density	94.40523547
Supermarket access	94.25125112
Tree canopy	14.48736045
Housing	—
Homeownership	40.03592968
Housing habitability	13.10150135
Low-inc homeowner severe housing cost burden	13.78159887
Low-inc renter severe housing cost burden	15.83472347
Uncrowded housing	7.827537534
Health Outcomes	—
Insured adults	23.32862826
Arthritis	53.0
Asthma ER Admissions	12.4

High Blood Pressure	48.4
Cancer (excluding skin)	80.0
Asthma	37.3
Coronary Heart Disease	25.9
Chronic Obstructive Pulmonary Disease	37.6
Diagnosed Diabetes	8.5
Life Expectancy at Birth	19.1
Cognitively Disabled	26.7
Physically Disabled	50.9
Heart Attack ER Admissions	14.1
Mental Health Not Good	19.7
Chronic Kidney Disease	14.8
Obesity	11.8
Pedestrian Injuries	77.3
Physical Health Not Good	13.1
Stroke	26.0
Health Risk Behaviors	—
Binge Drinking	65.1
Current Smoker	28.8
No Leisure Time for Physical Activity	17.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	10.0
Elderly	88.2
English Speaking	8.2
Foreign-born	84.7
Outdoor Workers	68.8

Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.9
Traffic Density	50.3
Traffic Access	87.4
Other Indices	—
Hardship	86.2
Other Decision Support	—
2016 Voting	11.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	75.0
Healthy Places Index Score for Project Location (b)	32.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
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
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Construction: Construction Phases	Construction would occur over 1 month in summer 2025 and 1 month in summer 2026. 30 days of Demo/Site Prep/Paving in 2025 & 2026, 60 days of screen installs/connections in 2025 & 2026.
Construction: Off-Road Equipment	Equipment inventories provided by client.
Construction: Trips and VMT	Maximum 5 workers per day per site. 1 x flatbed for Demo and Panel installs. 1 x work/concrete truck for median/sidewalk repair. 1 x dump truck + 1 x flatbed truck for footing.
Operations: Energy Use	From Applicant: 11,712 kWh/year per kiosk x 60 kiosks
Operations: Off-Road Equipment	Assume 25% of sites need repair/maintenance service per year.