

COUNTY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

200 NORTH SPRING STREET, ROOM 395

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT**NOTICE OF EXEMPTION**

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2023-3134-DB-SPP-HCA / Density Bonus, Project Permit Compliance Review, Housing Crisis Act

LEAD CITY AGENCY**City of Los Angeles (Department of City Planning)****CASE NUMBER**

ENV-2023-3135-EAF

PROJECT TITLE

16610 - 16618 West Ventura Boulevard

COUNCIL DISTRICT

4 – Raman

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

16610 - 16618 West Ventura Boulevard

☐ Map attached.**PROJECT DESCRIPTION:**☐ Additional page(s) attached.

Demolition and removal of all existing structures from the project site and the construction, use, and maintenance of a 45,960 square feet mixed-use development comprised of 45 residential units, eight (8) of which are to be reserved for Very Low Income households. The building will be a five-story (62 feet high) containing 42,560 square feet of residential and 3,400 square feet of commercial floor area with a maximum floor area ratio of 2.3:1. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 two-bedroom units. The project's residential portion will provide 63 automobile parking spaces, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space located on the fourth and fifth floors' decks and private balconies. The project proposes the removal of three (3) non-Protected trees from the project site. The project proposes grading and export of up to 12,584 cubic yards of earth. The project proposes a sign program including two (2) Wall Signs.

NAME OF APPLICANT / OWNER:

Benelisha Group Inc (Yosef & Oren Benelisha)

CONTACT PERSON (If different from Applicant/Owner above)

Armin Gharai

(AREA CODE) TELEPHONE NUMBER

(818) 758-0018

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES☐ **STATUTORY EXEMPTION(S)**

Public Resources Code Section(s) _____

☒ **CATEGORICAL EXEMPTION(S)** (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) **Section 15311 Class 11 and Section 15332 (Class 32)**☐ **OTHER BASIS FOR EXEMPTION** (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))**JUSTIFICATION FOR PROJECT EXEMPTION:**☒ Additional page(s) attached

Class 11 Construction, or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities, including but not limited to on-premise signs.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.(c) The project site has no value, as habitat for endangered, rare or threatened species.(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.(e) The site can be adequately served by all required utilities and public services.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Adrineh Melkonian

Adrineh Melkonian

STAFF TITLE

City Planner

ENTITLEMENTS APPROVED

Density Bonus, Specific Plan Project Permit Compliance – See Case # CPC-2023-3134-DB-SPP-HCA

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021



JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-3135-CE

The Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15332, Class 11, Class 11 and Section 15332, Class 32.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare or threatened species;
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The site can be adequately served by all required utilities and public services.

The project is for the demolition and removal of all existing structures from the project site and the construction, use, and maintenance of a 45,960 square foot mixed-use development comprised of 45 residential units, eight (8) of which are to be reserved for Very Low Income households. The building will be a five-story (62 feet high) containing 42,560 square feet of residential and 3,400 square feet of commercial floor area with a maximum floor area ratio of 2.3:1. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 two-bedroom units. The project's residential portion will provide 63 automobile parking spaces, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space located on the fourth and fifth floors' decks and private balconies. The project proposes the removal of three (3) non-Protected trees from the project site. The project proposes grading and export of up to 12,584 cubic yards of earth. The project proposes a sign program including two (2) Wall Signs. As the demolition of existing structures and construction of a mixed-use project, a project which is characterized as in-fill development, the project qualifies for the Class 11 and Class 32 Categorical Exemption(s).

The site is zoned C4-1L and has a General Plan Land Use Designation of Regional Center Commercial. As shown in the case file, the project is consistent with the applicable Encino-Tarzana Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately

0.476 acres. Lots adjacent to the subject site are developed with the commercial and residential urban uses. The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are five (5) non-protected trees on the site and one (1) street tree on the public right-of-way as identified in the Tree Report prepared by Arsen Margossian on January 23, 2023, and reviewed by the Urban Forestry Division on October 17, 2023. Three (3) on-site non-protected trees are proposed to be removed from the subject site.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a transportation study. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The Air Quality Technical Report and Noise Study prepared by CAJA Environmental Services, LLC dated June 2024 and memos prepared and dated January 9, 2025, concluded the project will not result any air quality or noise impact. The project site will be adequately served by all public utilities and services given that the construction of the demolition of existing structures and construction of a mixed-use project will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Class 15311 and 15332: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

While the subject site is located within an Urban and Built-up Land Area, Urban agriculture Incentive Zone Area, Landslide Area, Hollywood Fault, and Special Grading Area (BOE Basic Grid Map A-13372), specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Thus, the location of the project will not result in a significant impact based on its location.

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes, the demolition of existing structures and construction of a mixed-use project, in an area zoned and designated for such development. All adjacent lots are developed with one- to two- residential and commercial uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 2.3:1 on a site that is permitted to have a maximum FAR of 1.5:1. The project proposes a height of 62 feet on a site that is permitted to have a maximum height of 45 feet. The project is not unusual for the vicinity of the subject site, and is similar in scope to other existing Regional Center Commercial land use in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The Topanga Canyon State Scenic Highway is about six (6) miles west of the subject site. Therefore, the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be

eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.



9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Phone 310-469-6700

January 9, 2025

To: Adrineh Melkonian
City Planner
Los Angeles City Planning
6262 Van Nuys Boulevard, Room 430, Los Angeles, CA 91401
(213) 978-1301, adrineh.melkonian@lacity.org

From: CAJA Environmental Services, LLC
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

Re: CARB Compliance

16610 Ventura Project
Case Number: CPC-2023-3134-DB-SPP-HCA
CEQA Number: ENV-2023-3135-EAF

In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. The Project is located in the South Coast Air Quality Management District (SCAQMD) at the regional level and the City of Los Angeles at the local level.

CAJA prepared an Air Quality Technical Report in June 2024 for the 16610 Ventura Project. The analysis was based on CEQA Guidelines Section 15125, which requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD's CEQA Air Quality Handbook, the following criteria are used to evaluate a project's consistency with the 2022 Air Quality Management Plan (AQMP).

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Regional Center Commercial" in the General Plan Framework and zoned C4 (Commercial Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population, housing, and jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. The Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP.

The Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. As demonstrated in the analysis and technical modeling, the Project

would not result in significant emissions that would jeopardize SCAQMD regional or localized air quality standards during construction or operation.

The following discussion expands on the Project's compliance with CARB's 2022 Scoping Plan.

Background

The 2022 Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.¹ The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).² The 2017 Scoping Plan Update,³ shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.⁴ The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

1 CARB. 2008. Climate Change Scoping Plan: ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

2 CARB. 2014. First Update to the Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

3 CARB. 2017. California's 2017 Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

4 CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State’s GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code.

Impact Discussion

As discussed above, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State’s climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).⁵ A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035.

- **Convert local government fleets to zero-emission vehicles (ZEV)**

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California’s EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a “zero emission first” policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast

5 Table 1 of Appendix D, Local Actions, 2022 Scoping Plan Update, November 2022.

Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Project would not conflict with these goals by installing EV chargers in at least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs.

Of the 63 parking spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. In addition, the Project would comply with the LAMC by installing EV chargers in at least 10 percent of total proposed parking spaces which would exceed the CALGreen 2022 requirement.

Of the 63 parking spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- **Reduce or eliminate minimum parking standards in new developments**
- **Implement parking pricing or transportation demand management pricing strategies**

The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

The Project Site is not located in an AB 2097 Area.⁶ Based on the existing and proposed land uses, sizes, and trip generation rates, the Project would provide a net reduction of 248 vehicle trips and a net reduction of 2,084 VMT (vehicle miles traveled).⁷ Therefore, the Project is not required to perform a VMT analysis, and not required to implement a TDM program. Therefore, the Project would be consistent and not conflict with this reduction strategy to reduce vehicle trips.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

The City of Los Angeles Mobility Plan 2035 established a “Complete Streets” planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California’s Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. However, the Project would include pedestrian network improvements to encourage alternative modes of transportation. The Project would remove curb cuts on Ventura Boulevard, provide activation with new retail uses, and add landscaping and trees. The Project includes 54 bicycle parking spaces (7 short-term and 47 long-term) for the residential and commercial uses. Therefore, the Project would not conflict with implementation of Complete Streets policies.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**
- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**
- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**
- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements).**

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred

⁶ ZIMAS: <https://zimas.lacity.org/>

⁷ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

to as Connect SoCal. The 2020–2045 RTP/SCS’ “Core Vision” prioritizes the maintenance and management of the region’s transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project’s convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions.

Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines:

- Metro Line 240 which provides east-west service that connects Northridge to the Universal City Metro Rail station, with peak service every ten minutes on Ventura Boulevard, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.
- Metro Lines 235 and 236, which provides north-south service that connects Sylmar with Encino with the nearest bus stop on Balboa Boulevard at Ventura Boulevard 1,975 feet west of the Project Site.
- Los Angeles Department of Transportation (LADOT) Commuter Express Line 423 that connects Thousand Oaks to Downtown Los Angeles, with the nearest stop on Hayvenhurst Avenue at Magnolia Boulevard 2,475 feet northeast of the Project Site.

In addition, the Project Site’s proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Based on the existing and proposed land uses, sizes, and trip generation rates, the Project would provide a net reduction of 248 vehicle trips and a net reduction of 2,084 VMT (vehicle miles traveled).⁸ Therefore, the Project would be consistent with these reduction strategies.

California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households.⁹ This represents more than double the housing planned for during the last eight years.¹⁰ The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State’s climate and regional air quality goals.¹¹ CAPCOA’s Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA’s Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate

⁸ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

⁹ California Department of Housing and Community Development. 2022. Statewide Housing Plan. Available at www.hcd.ca.gov/docs/statewide-housing-plan.pdf.

¹⁰ Ibid.

¹¹ Elkind, E. N., Galante, C., Decker, N., Chapple, K., Martin, A., & Hanson, M. 2017. Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030. Available at <https://ternercenter.berkeley.edu/research-and-policy/right-type-right-place/>.

Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.

As discussed above, the City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20-percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found based, on market studies and experiences of other agencies, that mandating 20-percent affordable housing on individual projects is likely to reduce overall housing production, including low income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as infill housing production in the City, which is a highly urbanized city with billions in transit infrastructure, lower average VMT than the SCAG region, is called for in the 2022 Scoping Plan.

The Project consists of transit-supportive densities (minimum of 20 residential units per acre),¹² as it consists of 94 units per acre.¹³

The Project Site is in proximity to existing transit stops, such as Metro Line 240, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.

Of the 45 units, 8 units (15%) will be reserved for Very Low-Income restricted affordable housing.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- **Adopt all-electric new construction reach codes for residential and commercial uses**

California's transition away from fossil fuel-based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS

12 Federal Transit Administration. 2014. Planning for Transit-Supportive Development: A Practitioner's Guide. Available at: <https://www.transit.dot.gov/funding/funding-finance-resources/transit-oriented-development/planningtransit-supportive>.

13 45 units on 0.477 acres.

because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Project would be required to comply with the City's LAMC and would not include natural gas uses in residential, retail and office uses. The restaurant uses are exempt from the LAMC provisions, but would consist of a small portion of the total square footage. Therefore, the Project would be consistent and not conflict with the LAMC.

- **Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)**

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

The Project would not involve retrofit of existing buildings and would be completely new construction. However, the Project would design HVAC equipment to have low GHG emission rates and incorporate energy saving technologies and appliances. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.



9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Phone 310-469-6700

January 9, 2025

To: Adrineh Melkonian
City Planner
Los Angeles City Planning
6262 Van Nuys Boulevard, Room 430, Los Angeles, CA 91401
(213) 978-1301, adrineh.melkonian@lacity.org

From: CAJA Environmental Services, LLC
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

Re: Revised Noise Thresholds

16610 Ventura Project
Case Number: CPC-2023-3134-DB-SPP-HCA
CEQA Number: ENV-2023-3135-EAF

CAJA prepared a Noise Technical Report in June 2024 for the 16610 Ventura Project. The analysis was based on a threshold of whether the Project's construction would exceed existing ambient exterior noise levels by 5 dBA. As shown in Table 2-5 of the Noise Technical Report, construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

In August 2024, the City updated its construction noise methodology and threshold (Updated Noise Thresholds) as follows:¹

Daytime Construction Noise Thresholds

Absolute Thresholds

- *On- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA Leq(8-hour) absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.*

The Project would be fully consistent with the Updated Noise Thresholds, which are generally more permissive for conventional daytime construction activity. The way to address the new thresholds is the same as for construction activities for any other project in the City. Any construction work done during

¹ Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024, Page 15: <https://planning.lacity.gov/project-review/environmental-resources>, accessed January 9, 2025.

permitted daytime hours would not be subject to any numerical threshold over ambient levels. As long as daytime construction work does not exceed 80 dBA Leq over an 8-hour period at sensitive receptors. As noted in the Noise Technical Report, 1-hour construction noise levels at nearby receptors would be in the 57.3 to 67.2 dBA range, with an 8-hour Leq in the same range. There would be no significant noise impacts under the Updated Noise Thresholds.

Because the Project's construction activity would occur between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays), the City's guidance confirms that there would be no significant noise impacts from construction.² As illustrated in **Table 1**, on-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturdays) would not exceed 80 dBA_{Leq(8-hour)} at analyzed sensitive uses near the Project Site³

Table 1
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA Leq)	Threshold	Potentially Significant?
Residence, 4833 Rubio Ave.	48.8	80	No
Medical Center, 16550 Ventura Bl.	58.0	80	No
Residences, Lauren Way	48.7	80	No
CAJA Environmental Services, 2025.			

The Updated Noise Thresholds call on projects to incorporate noise-related Environmental Protection Measures (EPMs) from the Environmental Impact Reports associated with adopted Community Plan updates. The Project is located in the Encino-Tarzana Community Plan area, where an update was adopted in 1997 that did not include EPMs from the CEQA clearance documentation. Nevertheless, the City requires EPMs to be implemented as part of development projects as standard conditions of approval.⁴ These are summarized in **Table 2** along with the applicability of each EPM.

Table 2
Applicability of City of Los Angeles Environmental Protection Measures

EPM	Applicability Threshold	Standard	Applicability to Project
NV1-1: Noise Shielding and Muffling	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from the Los Angeles Department of Building and Safety (LADBS).	Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep	Applicable. The Project would use quieter equipment or advanced mufflers, in accordance with EPM NV1-1 (Noise Shielding and Muffling).

² Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, there is no numerical threshold above ambient noise levels for construction activities during these hours.

³ Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, noise exposure is estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency. This does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

⁴ Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024, Attachment 1 EPMs: <https://planning.lacity.gov/project-review/environmental-resources>, accessed January 9, 2025.

		documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	
NV1-2: Use of Driven Pile Systems	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.	Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.	Not Applicable. The Project would not include driven (impact) pile systems; therefore, EPM NV1-2 (Use of Driven Pile Systems) is not applicable.
NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.	Applicable. The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between the equipment and any off-site noise-sensitive uses, in accordance with EPM NV1-3 (Enclosure or Screening of Outdoor Mechanical Equipment).
NV1-4: Location of Construction Staging Areas	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.	Applicable. The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with EPM NV1-4 (Location of Construction Staging Areas).
NV1-5: Temporary Walls	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.	Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between	Applicable. The Project assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as temporary sound barriers along the property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq} in accordance with EPM NV1-5 (Temporary Walls).

		construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.	
NV1-6: Noise Study	<p>Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:</p> <p>Two or more subterranean levels;</p> <ul style="list-style-type: none"> ·20,000 cubic yards or more of excavated material ·Simultaneous use of five or more pieces of construction equipment; or ·Construction duration (excluding architectural coatings) of 18 months or more. <p>Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.</p>	<p>A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.</p>	<p>Applicable. The Project has conducted a noise study in accordance with EPM NV1-6 (Noise Study) since it would have the following characteristics that exceed the applicability threshold: possible simultaneous use of five or more pieces of construction equipment, and a building construction duration of 20 months (threshold is 18 months). The Project includes 12,584 cubic yards of export, which is below the threshold of 20,000 cubic yards.</p>

Air Quality Technical Report

June 2024

16610 Ventura Project

16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436

Case Number: CPC-2023-3134-DB-SPP-HCA

CEQA Number: ENV-2023-3135-EAF

Prepared for:

Benelisha Group Inc
15451 Morrison Street, Sherman Oaks, CA 91403

Prepared by:



9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA

Table of Contents

<u>Section</u>	<u>Page</u>
1 Project Description.....	1-1
2 Air Quality	2-1

<u>Table</u>	<u>Page</u>
1-1 Public Transit.....	1-3
1-2 Project Site	1-4
1-3 Construction Schedule.....	1-7
2-1 State and National Ambient Air Quality Standards and Attainment Status	2-2
2-2 Ambient Air Quality Data	2-14
2-3 Existing Daily Operations Emissions	2-16
2-4 SCAQMD Emissions Thresholds.....	2-18
2-5 Project Consistency with City of Los Angeles General Plan Air Quality Element.....	2-26
2-6 Construction Schedule Assumptions	2-32
2-7 Daily Construction Emissions	2-34
2-8 Daily Operations Emissions.....	2-35
2-9 Related Projects Within 0.5 Miles of Project Site.....	2-39

<u>Figure</u>	<u>Page</u>
2-1 Related Projects	2-40

Technical Appendix

Air Quality Technical Modeling, June 2024

Section 1

Project Description

1 Project Information

<u>Project Title:</u>	16610 Ventura Project
<u>Project Location:</u>	16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436
<u>Case Number:</u>	CPC-2023-3134-DB-SPP-HCA
<u>CEQA Number:</u>	ENV-2023-3135-EAF
<u>Lead Agency:</u>	City of Los Angeles, Los Angeles City Planning 200 N. Spring Street, Room 763, Los Angeles, CA 90012
<u>Prepared By:</u>	CAJA Environmental Services, LLC 9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311 Seth Wulkan, Project Manager 310-469-6704, seth@ceqa-nepa.com
<u>Technical Assistance:</u>	DKA Planning, LLC 423 Bohol Circle Lane, Alameda, CA 94501 Doug Kim, AICP, Principal

2 Environmental Setting

2.1 Project Location

The Project Site is located on the south side of Ventura Boulevard, between Rubio Avenue to the east and Petit Avenue to the west, in the Encino – Tarzana Community Plan of the City of Los Angeles (City), 91436 in the County of Los Angeles (County). The Site is located approximately 15 miles northwest of Downtown Los Angeles and approximately 9 miles north of the Pacific Ocean.

2.2 Surrounding Land Uses

North across Ventura Boulevard is a 5-story commercial building (16601 Ventura Boulevard), and an 13-story commercial building (16633 Ventura Boulevard), both zoned C4-1L.

South adjacent to the Site is a paved parking lot (4726 Petit Avenue), zoned (T)(Q)R1-1, RE9-1.

West adjacent to the Site is a 1-story restaurant building (Panera Bread, 16624 Ventura Boulevard), C4-IL.

East adjacent to the Site is a 1-story restaurant building (Maria's Italian Kitchen, 16608 Ventura

Boulevard), zoned C4-IL.

The nearest residential uses:

- Single-family residential, 16616 Lauren Way, 100 feet to the south of the Site
- Single-family residential, 16620 Lauren Way, 120 feet to the south of the Site

The nearest school or childcare facility:

- Encino Charter Elementary, 16941 Addison Street, 0.52 miles north west of the Site
- Funtastic Daycare, 5346 Forbes Avenue, 0.77 miles north east of the Site

2.3 Regional and Local Access

Regional access is provided by:

- US-101 (Ventura) Freeway, 3,000 feet (0.57 miles) north of the Site

Local access is provided by (Mobility Plan 2035 designation):¹

- Ventura Boulevard (Boulevard II), directly north of the Site
- Rubio Ave (Local Street Standard), 115 feet east of the Site
- Petit Avenue (Collector), 225 feet west of the Site
- Hayvenhurst Avenue (Avenue I), 770 feet east of the Site
- Balboa Boulevard (Boulevard II), 1,825 feet west of the Site

2.4 Bicycle Facilities

The following bicycle facilities are nearby:²

- Bike Route:
 - Hayvenhurst Avenue, 770 feet east of the Site
- Bicycle-Friendly Streets:³
 - Hayvenhurst Avenue, 770 feet east of the Site

¹ NavigateLA, Mobility Plan 2035: <https://navigatela.lacity.org/navigatela/>, accessed April 25, 2024.

² LA County Bikeways Map: <https://dpw.lacounty.gov/bike/map.cfm>, accessed April 25, 2024.

³ According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>, accessed April 25, 2024.

2.5 Pedestrian Facilities

There is a sidewalk along the Project Site's north side on Ventura Boulevard, east side on Rubio Avenue, and west side on Petit Avenue. Striped crosswalks are provided all legs of the nearest signalized intersection:

- Ventura Boulevard / Rubio Avenue, 115 feet east of the Site

2.6 Public Transit

As shown in **Table 1-1, Public Transit**, Los Angeles County Metropolitan Transportation Authority (Metro)⁴ and Los Angeles Department of Transit (LADOT) operate public transit in the area.

The Site is within a High-Quality Transit Area (HQTA),⁵ which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.⁶

**Table 1-1
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak)
Metro					
240	Bus	East-west on Ventura Blvd.	Petit	125 feet west	10 minutes
235/236	Bus	North-south on Balboa	Ventura	1,975 feet west	60 minutes
LADOT Commuter Express (CE)					
423	Bus	North-south on Hayvenhurst	Magnolia	2,475 feet northeast	5-65 minutes
Distance is measured from the Site to the entrance of a rail transit station or bus stop. Peak Times: https://www.metro.net/riding/guide/system-maps/ Metro Line 240 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01153954/162_TT_12-10-23.pdf Metro Line 235/236 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154034/235-236_TT_12-10-23.pdf LADOT CE 423 (effective July 31, 2021): https://www.ladottransit.com/comexp/routes/423/423.html					

2.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

- C4-1L (Commercial Zone, Height District 1 Limited)⁷

⁴ Metro System Map: <https://www.metro.net/riding/guide/system-maps/>, accessed April 26, 2024.

⁵ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed April 26, 2024.

⁶ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed April 26, 2024.

⁷ Los Angeles Zoning Summary: <https://planning.lacity.org/zoning/regulations-summary>

The Project Site has the following zoning information (ZI):

- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-1729 Specific Plan: Ventura/Cahuenga Boulevard Corridor
- ZI-2512 Housing Element Inventory of Sites

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
16614, 16616, 16618 W. Ventura Blvd.	PT 4	2284-007-026	10,388.8	C4-1L	Regional Center Commercial
16610 W. Ventura Blvd.		2284-007-001	10,365.6		

Source: Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, April 26, 2024.

2.8 Existing Conditions

The lot area is 20,754.4 square feet (0.477 acres).⁸

See **Table 1-3, Existing Uses**, for details of the existing uses. The Site contains a total of 8,611 square feet of buildings and approximately 12,000 square feet of surface parking.

The east side of the Site (16610 Ventura) contains a 2-story, 6,584 square-foot restaurant building (Monaco Restaurant and Bar) and approximately 6,400 square feet of associated surface parking.

The west side of the Site (16614-16618 Ventura Boulevard) contains two connected 1-story, 2,027 square-foot commercial buildings (consisting of 896 square feet and 1,131 square feet) and approximately 5,600 square feet of associated surface parking.

Table 1-3
Existing Uses

Address	Use	Building	Size (sf)
16614-16618 W. Ventura Blvd.	Commercial	1-story	1,131
	Commercial	1-story	896
16610 W. Ventura Blvd.	Restaurant	2-stories	6,584
Total			8,611

Source: Zone Information & Map Access System (ZIMAS): <http://zimas.lacity.org>, April 26, 2024.

3 Project Description

3.1 Project Overview

All existing structures and uses will be removed.

The Project will construct a new 5-story, multi-family, mixed-use building with 45 units (including 8 affordable units) and 3,400 square feet of commercial use. The building will include two

⁸ Plans, GA Engineering, February 28, 2024.

subterranean parking levels.

The Project will utilize the Density Bonus program for an increase in height, increase floor-area ratio (FAR), and waiver of transitional height.⁹

3.2 Density

The Project includes 4 studio units, 17 one-bedroom units, and 24 two-bedroom units. Of the 45 units, 8 units (15%) will be reserved for Very Low-Income restricted affordable housing.

3.3 Floor Area

The Project proposes a floor area of approximately 45,960 square feet and a floor-area-ratio (FAR) of 2.3:1. This includes 42,560 square feet residential floor area and 3,400 square feet commercial floor area.

3.4 Height

The Project proposes a 5-story, 62-foot in height building.

3.5 Open Space

The Project includes 6,390 square feet of open space, including 28 residential balconies and decks on floors 4 and 5.

3.6 Loading Zone

The Project includes a loading zone on the west portion of the Site adjacent to the alley.

3.7 Access

The Project includes access via an alley entering from the southeast portion of the Site. The alley access would provide entrance to the two subterranean parking levels and commercial/retail parking on Level 1.

3.8 Vehicle Parking

Per LAMC 12.22.A25, 57 residential parking spaces are required. The Project would provide 63 residential parking spaces in the two subterranean parking levels.

The Project requires 14 commercial/retail parking spaces. The first floor provides 15 commercial/retail parking spaces.

Therefore the Project provides a total of 78 parking spaces.

⁹ Plans, GA Engineering, February 28, 2024.

Of the 63 spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

3.9 Bicycle Parking

The Project includes 54 bicycle parking spaces (7 short-term and 47 long-term) for the residential and commercial uses.

3.10 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)¹⁰ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).¹¹ The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-4, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The estimated operational year is 2026. Construction is proposed to finish in 2026 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove 8,611 square feet of buildings and approximately 12,000 square feet of

¹⁰ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on April 26, 2024.

¹¹ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on April 26, 2024.

surface parking lot of asphalt/concrete surfaces.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 12,584 cubic yards (which includes a 25% swell expansion potential).¹²

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.¹³ The haul route will be approximately 55 miles one-way, or 110 miles roundtrip, and could include the following:

- Full trucks: Exit Site and north on Rubio Avenue, east on Ventura Boulevard, north on Hayvenhurst, to US-101 east, I-10 East, CA-60 East, I-605 North, exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrow Highway, Irwindale, 91706.
- Empty trucks will travel in the reverse to the Site and exit US-101 West at Hayvenhurst Avenue, to the Site.

**Table 1-4
Construction Schedule**

Phase	Schedule	Duration
Demolition	January 1, 2025 – January 31, 2025	4 weeks
Grading	February 1, 2025 – February 28, 2025	4 weeks
Trenching	March 1, 2025 – March 7, 2025	1 week
Construction	March 8, 2025 – September 30, 2026	18 months
Architectural Coatings	May 1, 2026 – October 31, 2026	6 months

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures, and buildings.

Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.

Some overlap of phasing may occur.

The analysis assumes that construction would start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Estimates provided by the Applicant, February 2024.

¹² Applicant info, February 2024.

¹³ NavigateLA, Haul Route layer: <https://navigatea.lacity.org/navigatea/>

Section 2

Air Quality

1 Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Project at 16610 Ventura Boulevard in the City of Los Angeles. The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

2 Regulatory Framework

2.1 Federal

2.1.1 Federal Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 2-1**. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

Table 2-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Maintenance
	8-hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

N/A = not available

ppm = parts per million; µg/m³ – micrograms per cubic meter; mg/m³ – milligrams per cubic meterSource: USEPA, NAAQS Table (<https://www.epa.gov/criteria-air-pollutants/naaqs-table>) and CARB, California Ambient Air Quality Standards (<https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards>). Attainment status data from CARB, Ambient Air Quality Standards, and attainment status (www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

2.2 State

2.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel

specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 2-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

2.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28,

2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H₂S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

2.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.¹ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.² In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

2.2.4 Assembly Bill 2588 Air Toxics “Hot Spots” Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill

¹ California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

² California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

(SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

2.2.5 Air Quality and Land Use Handbook

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.³ CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis.

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

2.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

2.3 Regional

2.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD’s jurisdiction covers an area of 6,745 square miles. The Basin includes all of

³ California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.

Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. However, SCAQMD has primary authority over about 20 percent of NO_x emissions, a precursor to ozone formation. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 431.2, would require use of low-sulfur fuel in construction equipment.
- SCAQMD Rule 445 would prohibit the inclusion of wood burning fireplaces in any residences.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

2.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NO_x emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

2.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.⁴ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

2.3.4 Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020. The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent

⁴ South Coast Air Quality Management District, MATES-V Study. <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

2.4 Local

2.4.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

- Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.
- Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
- Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

2.4.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system

filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

2.4.3 All-Electric Ordinance

On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.⁵ This will reduce VOC and other emissions from long-term operation of new development.

2.4.4 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

2.4.5 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is 3,000 feet south of the eastbound mainline of the Ventura Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

⁵ City of Los Angeles, Ordinance 187714. https://clkrep.lacity.org/online/docs/2022/22-0151_ord_187714_1-23-23.pdf; accessed June 12, 2024.

3 Pollutants and Effects

3.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁶

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially

⁶ South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

3.2 State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOX, as well as PM.

Sulfates (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form.

Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

3.3 Toxic Air Contaminants (TACs)

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.⁷

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{8,9}

4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its

⁷ California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

⁸ California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

⁹ California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O₃, PM_{2.5}, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

4.1 Air Pollution Climatology

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's West San Fernando Valley receptor area (Area 6). Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table 2-2** shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2020 through 2022. The one-hour State standard for O₃ was exceeded 25 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 103 times in that same period. In addition, the daily federal standard for PM_{2.5} was exceeded three times. CO and NO₂ levels did not exceed the CAAQS from 2020 to 2022 for 1-hour (and 8-hour for CO).

Table 2-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2020	2021	2022
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.142	0.110	0.110
Days > 0.09 ppm (State 1-hour standard)	14	4	7
Days > 0.070 ppm (Federal 8-hour standard)	49	31	23

Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	1.9	2.6	2.2
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.5	1.9	1.8
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0572	0.0542	0.0547
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	27.6	55.5	20.5
Days > 35 µg/m ³ (Federal 24-hour standard)	0	3	0
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at West San Fernando Valley subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed April 26, 2024.			

4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 91436) is approximately 388 in a million.¹⁰ The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Ventura Freeway 3,000 feet to the north). In general, the risk at the Project Site is higher than 28 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037139701) is located in the 21st percentile, which means the Project Site has an overall environmental pollution burden higher than at least 21 percent of other communities within California.¹¹

¹⁰ South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed June 11, 2024.

¹¹ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed June 11, 2024.

4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. 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, 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 Project Site is located in a residential area in the Encino neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residence, 16616 Lauren Way; 100 feet south of the Project Site
- Residence, 16620 Lauren Way; 120 feet south of the Project Site
- Medical Center, 16550 Ventura Boulevard; 160 feet east of the Project Site
- Residence, 4833 Rubio Avenue; 600 feet north of the Project Site

4.5 Existing Project Site Emissions

The Project Site is improved with 8,611 square feet of commercial buildings that include 6,584 square feet of restaurant uses and 2,027 square feet of retail. A 12,000 square-foot surface parking lot is located at the rear of the site. As summarized in **Table 2-3**, most existing air quality emissions are associated with the 607 daily vehicle trips traveling to and from the Project Site that generate 5,279 vehicle miles traveled (VMT).¹²

Table 2-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.3	<0.1	0.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile Sources	2.2	1.9	19.2	<0.1	3.8	1.0
Regional Total	2.2	1.9	19.2	<0.1	3.8	1.0
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.24 model runs (included in Technical Appendix). Numbers may not add due to rounding.						

5 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air

¹² Los Angeles Department of Transportation, Transportation Study Assessment; April 12, 2023 using City of Los Angeles VMT Calculator, v1.3.

Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

5.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.¹³ The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.¹⁴ SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres.

¹³ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

¹⁴ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed.

In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).¹⁵ This is appropriate given the 0.477-acre site and the proximity of sensitive receptors as close as 100 feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.¹⁶ The LSTs for PM_{2.5} were established in October 2006 and updated on October 21, 2009.^{17,18} **Table 2-4** presents the significance criteria for both construction and operational emissions.

Table 2-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO _x)	100	103	55	103
Carbon Monoxide (CO)	550	426	550	426
Sulfur Oxides (SO _x)	150	--	150	--
Respirable Particulates (PM ₁₀)	150	4	150	1
Fine Particulates (PM _{2.5})	55	3	55	1
/a/ Localized significance thresholds assumed a one-acre and 25-meter (82-foot) receptor distance in the West San Fernando Valley source receptor area. The SCAQMD has not developed LST values for VOC or SO _x . Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.				

5.2 Operations

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile

¹⁵ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf>, 2008.

¹⁶ Ibid.

¹⁷ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, [https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-\(pm\)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf](https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf), October 2006.

¹⁸ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>, October 21, 2009.

sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.¹⁹ To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against SCAQMD's significance thresholds.²⁰ Details describing the operational emissions of the Project can be found in the Technical Appendix.

5.3 Toxic Air Contaminants (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

6 Thresholds of Significance

6.1 State CEQA Guidelines Appendix G

Would the Project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan;*
- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*
- c) *Expose sensitive receptors to substantial pollutant concentrations; or*
- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

¹⁹ Energy consumption estimates with CalEEMod 2022.1.1.24 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

²⁰ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

6.2 City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

6.2.1 Construction

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:²¹

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.

6.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.²² As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;²³ (2) 55 pounds per day for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.²⁴
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).²⁵

²¹ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

²² South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

²³ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

²⁴ South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

²⁵ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.²⁶
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

6.2.3 Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:²⁷

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.²⁸ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

6.2.4 Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:²⁹

- Will the Project result in any of the following:
 - An increase in the frequency or severity of existing air quality violations;

²⁶ South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.

²⁷ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

²⁸ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

²⁹ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

- Cause or contribute to new air quality violations; or
- Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the 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?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

6.3 Project Design Features

The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),³⁰ which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).³¹ Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards. Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity.

The Project's lower off-street parking supply will reduce car ownership rates and resulting vehicle use that will reduce energy and air quality emissions. The Project's infill location is a design feature that would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) for residents and visitors who want options to driving cars.

7 Analysis of Project Impacts

7.1 Consistency with Plans

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

Less Than Significant Impact.

7.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any state or federal standards. Therefore,

³⁰ City of Los Angeles Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>.

³¹ California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>.

the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Regional Center Commercial" in the General Plan Framework and zoned C4 (Commercial Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population, housing, and jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP.

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,³² the Project would add a net residential population of approximately 109 people to the Project Site based on the 45 dwelling units proposed. The Project's residential population would represent approximately 0.013 percent of the forecast population growth of 837,500 persons between 2016 and 2045 and be consistent with the local growth assumptions that formed

³² Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

the basis of the region's AQMP.

Development of the Project also would result in approximately eight employment positions on-site, based on the 3,400 square feet of retail space proposed.³³ However, the removal of the existing restaurant and retail uses would eliminate about 20 jobs, resulting in a net loss of twelve jobs on-site. Thus, the Project's estimated employment impact would not contribute to job growth that was not accommodated in the region's AQMP. As a result, the Project would be consistent with the growth projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds b), c), and d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an urbanized area that would concentrate more housing, jobs, and population within a high quality transit area (HQTa). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric with the exception of any cooking equipment associated with any future restaurants or eating facilities.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

7.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that

³³ Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, Employment Density Study Summary Report; October 2001. Assumes 424 square feet average per retail employee.

concentrates urban density along major arterials and near transit options and would help reduce air quality emissions in several ways:

- The Project Site is within a HQTAs, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.³⁴
- The Los Angeles County Metropolitan Transportation Authority (Metro) Line 240 provides peak service every ten minutes on Ventura Boulevard, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.
- The Project will reduce on-site parking supply that will by definition reduce car ownership and resulting vehicle travel.
- The Project Site is served by public transit service in the area, including:
 - Metro Line 240 which provides east-west service that connects Northridge to the Universal City Metro Rail station, with peak service every ten minutes on Ventura Boulevard, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.
 - Metro Lines 235 and 236, which provides north-south service that connects Sylmar with Encino with the nearest bus stop on Balboa Boulevard at Ventura Boulevard 1,975 feet west of the Project Site.
 - Los Angeles Department of Transportation (LADOT) Commuter Express Line 423 that connects Thousand Oaks to Downtown Los Angeles, with the nearest stop on Hayvenhurst Avenue at Magnolia Boulevard 2,475 feet northeast of the Project Site.
- The project will provide seven short- and 47 long-term bicycle parking spaces on-site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 2-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.	Consistent. The Project's infill and mixed-use profile will reduce vehicle travel and associated criteria pollutants over development on greenfield sites outside the urban core and be consistent with the region's AQMP attainment plan.
Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	Consistent. The Project's infill and mixed-use profile combined with limited on-site parking will

³⁴ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530,

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use.
Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	Consistent. The Project addresses the relationship between land use, transportation, and air quality with its infill location and proximity to bus transit alternatives to driving alone. This reduces mobile source emissions and contributes to the region's AQMP attainment plan by limiting the impacts of development and resulting vehicle emissions.
Goal 5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	Consistent. The Project's infill, mixed-use profile combined with limited off-street parking will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use. The inclusion of 19 current or future electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Objective 1.1. It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	Consistent. The Project is consistent with the growth forecasts that underly the attainment demonstration in the 2022 AQMP. As such, the Project reduces air pollutants consistent with the AQMP.
Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	Consistent. The Project would reduce particulate emissions during construction activities through compliance with SCAQMD Rule 403 (Fugitive Dust) that will reduce PM ₁₀ and PM _{2.5} emissions from unpaved areas.
Objective 2.1. It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	Consistent. The Project's infill location, mix of uses, and proximity to bus transit will reduce work trips, as the high transit mode split for commuting will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	Consistent. The Project's infill location, mix of uses, and proximity to bus transit will reduce all trips, as the high transit mode split and active transportation options will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Objective 5.1. It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	Consistent. The Project would advance the City's energy efficiency objectives. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Not Applicable. The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The proposed development would include retail employees, as well as residents that could access transportation options to driving to work. The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is served by public transit, including Metro Line 240 with service on Ventura Boulevard and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use. In turn, the Project Site is served by public transit, including Metro Line 240 with service on Ventura Boulevard and Vermont Avenue and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents, workers, and visitors can use public transit, including Metro Line 240 with service on Ventura Boulevard and Vermont Avenue and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Not Applicable. This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro Line 240 with service on Ventura Boulevard and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers. The Project would also include two electric vehicle charging stations and 17 more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro Line 240 with service on Ventura Boulevard Avenue and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include two electric vehicle charging stations and 17 more spaces with conduits and supplies for future charging stations.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2024.	

7.2 Criteria Pollutant Emissions

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

Less Than Significant Impact.

7.2.1 Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.³⁵

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.24 model and projected construction schedule of approximately 22 months. **Table 2-6** summarizes the potential construction schedule that was modeled for air quality impacts.

Table 2-6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 8,611 square feet of building floor area and 12,000 square feet of asphalt/concrete parking lot hauled 55 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 12,584 cubic yards of soil (including 25 percent swell factor) ³⁶ hauled 55 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 3 (one week)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-21	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 16-21	Application of interior and exterior coatings and sealants.
Estimates provided by the Applicant, February 2024.		

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

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

³⁵ South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

³⁶ Estimates provided by the Applicant, February 2024.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

7.2.1.1 Regional Emissions

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_x emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 12,584 cubic yards of soil (including 25 percent swell factor) would be exported from the Project Site to accommodate a two-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 2-7**, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 2-7
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2025	1.3	37.4	19.7	0.2	9.4	3.5
2026	3.1	6.2	11.8	<0.1	1.0	0.4
Maximum Regional Total	3.1	37.4	19.7	0.2	9.4	3.5
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	2.5	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	N/A	103	426	N/A	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)						
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.24 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in West San Fernando Valley source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.						

7.2.1.2 Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.³⁷ LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2020-2022) for the Project area.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the West San Fernando Valley SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences as close as 100 feet to the south of the Project Site on Lauren Way. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 2-7**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions

³⁷ South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>, October 2009.

that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.³⁸ Energy sources include electricity and natural gas use for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could reduce approximately 248 vehicle trips and 2,332 VMT on local roadways and the region's air quality airshed on a weekday at the start of operations in 2026.³⁹

As shown in **Table 2-8**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. For regional emissions, most pollutants would be decreased with the Project, as replacing commercial uses with a largely residential development will substantially reduce mobile source emissions. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 2-8
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	1.5	<0.1	4.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.2	0.9	10.3	<0.1	2.3	0.6
Regional Total	2.7	1.0	14.4	<0.1	2.3	0.6
Existing Total	-2.2	-1.9	-19.2	<0.1	-3.8	-1.0
Net Regional Total	0.5	-0.9	-4.8	<0.1	-1.5	-0.4
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	1.2	-0.1	3.7	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	426	N/A	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No
LST analyses based on one-acre site with 25-meter distances to receptors in West San Fernando Valley SRA.						
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.24 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.						

³⁸ In 2021, CARB adopted regulations requiring that all small (25 horsepower and below) spark-ignited off-road engines (e.g., lawn and gardening equipment) be zero emission starting in model year 2024. Standards for portable generators and large pressure washers are given until model year 2028 to be electric-powered.

³⁹ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

7.3 Sensitive Receptors

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

There are several sensitive receptors within 0.25 miles (1,320 feet) of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residence, 16616 Lauren Way; 100 feet south of the Project Site
- Residence, 16620 Lauren Way; 120 feet south of the Project Site
- Medical Center, 16550 Ventura Boulevard; 160 feet east of the Project Site
- Residence, 4833 Rubio Avenue; 600 feet north of the Project Site

7.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 2-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x , CO, PM_{10} , and $\text{PM}_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 2-7**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2 , CO, PM_{10} , and $\text{PM}_{2.5}$ from sources on the Project Site would remain below each of the respective LST values, with emissions of NO_2 being reduced incrementally from existing levels. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 22 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.3.2 Operation

The Project Site would be redeveloped with multi-family residences and restaurant uses, land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).⁴⁰ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.⁴¹ Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.⁴² Based on this guidance, the Project would not include these types of land

⁴⁰ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

⁴¹ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

⁴² South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would reduce approximately 248 vehicle trips and 2,332 VMT on local roadways and the region's air quality airshed on a weekday at the start of operations in 2026.⁴³ This reduction in traffic volumes would result in incremental reductions in localized CO concentrations near roadways that serve the Project Site. This would help ensure that the Project would not contribute to CO exceedances of the ambient air quality standard.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.⁴⁴ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.⁴⁵ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities.

⁴³ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

⁴⁴ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

⁴⁵ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

Therefore, the Project’s operational impacts on local sensitive receptors would be less than significant.

7.4 Odors

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

Less Than Significant Impact.

The Project would not result in activities that create objectionable odors. The Project is a mixed-use housing and commercial development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

8 Cumulative Impacts

8.1 Related Projects

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. Any potential development close to the Project Site and/or sensitive receptors could contribute to localized air quality impacts. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, “...concentrations generally decrease to background levels within 500-600 feet.”⁴⁶ CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.⁴⁷

There are two potential related projects identified by the City of Los Angeles within 0.5 miles of the Project (Table 2-9), illustrated in Figure 2-1.⁴⁸

Table 2-9
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	4741 Libbit Ave.	1,815 feet east	Residential	46 units	To be constructed
2	16747 Ventura Blvd.	960 feet northwest	Residential Auto Dealer	130 units 16,000 sf	To be constructed
Source: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, March 11, 2024. Internal research by CAJA Environmental Services, 2024.					

⁴⁶ U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.
⁴⁷ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.
⁴⁸ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, March 11, 2024.

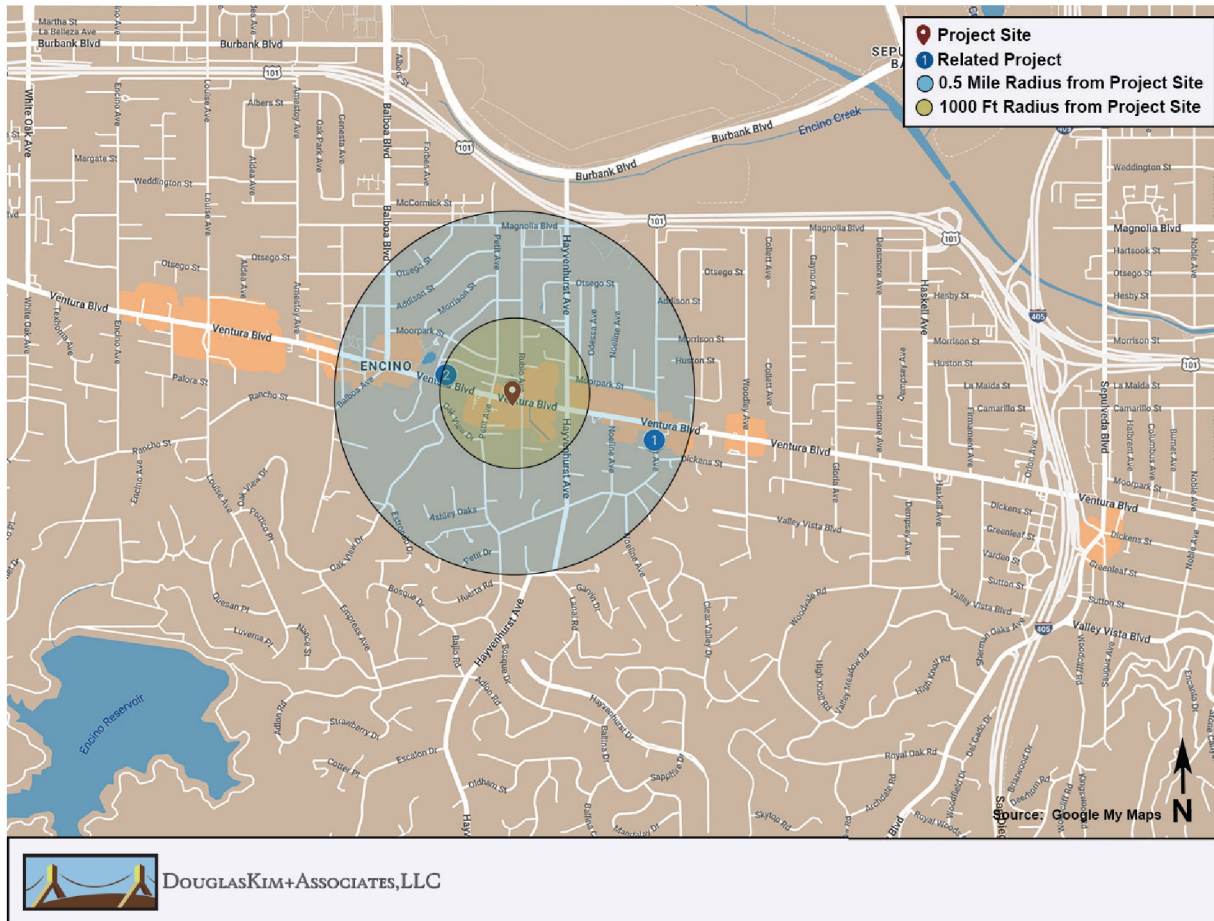
Table 2-9
Related Projects Within 0.5 Miles of Project Site

Los Angeles Planning Case Numbers:

#1: CPC-2023-7355-CU-DB-HCA

#2: CPC-2023-8099-CU-DB-SPP-VHCA

Figure 2-1
Related Projects



Based on the status of potential related projects in **Table 2-9**, only one of these potential projects could contribute to cumulative air quality impacts from any concurrent construction, as Related Project No. 1 is 1,815 feet away from the Project Site, too distant to contribute to cumulative local air quality impacts. As a result, one project is assumed to potentially undergo concurrent construction with the Project (i.e., Related Project No. 2). The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

8.2 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045

RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

8.3 Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.⁴⁹ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in **Table 2-7**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities,

⁴⁹ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

8.4 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

EXISTING EMISSIONS

16610 Ventura Boulevard (Existing) Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 4.2.1. Electricity Emissions By Land Use - Unmitigated
 - 4.2.3. Natural Gas Emissions By Land Use - Unmitigated
 - 4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value						
Project Name	16610 Ventura Boulevard (Existing)						
Operational Year	2024						
Lead Agency	City of Los Angeles						
Land Use Scale	Project/site						
Analysis Level for Defaults	County						
Windspeed (m/s)	2.50						
Precipitation (days)	18.6						
Location	16610 Ventura Blvd, Encino, CA 91436, USA						
County	Los Angeles-South Coast						
City	Los Angeles						
Air District	South Coast AQMD						
Air Basin	South Coast						
TAZ	3823						
EDFZ	16						
Electric Utility	Los Angeles Department of Water & Power						
Gas Utility	Southern California Gas						
App Version	2022.1.1.24						

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
Strip Mall	2.03	1000sqft	0.11	2,027	0.00	—	—	—

Quality Restaurant	6.58	1000sqft	0.37	6,584	0.00	—	—
--------------------	------	----------	------	-------	------	---	---

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.47	1.89	19.7	0.04	0.04	3.74	3.78	0.04	0.95	0.99
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.37	2.05	17.8	0.04	0.04	3.74	3.78	0.04	0.95	0.99
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.40	2.08	18.5	0.04	0.04	3.70	3.74	0.04	0.94	0.98
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.44	0.38	3.38	0.01	0.01	0.67	0.68	0.01	0.17	0.18

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.19	1.72	19.2	0.04	0.03	3.74	3.77	0.03	0.95	0.98
Area	0.27	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

16610 Ventura Boulevard (Existing) Detailed Report, 6/12/2024

Energy	0.01	0.17	0.14	< 0.005	0.01	—	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—
Total	2.47	1.89	19.7	0.04	0.04	3.74	3.78	0.04	0.95
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	2.16	1.88	17.6	0.04	0.03	3.74	3.77	0.03	0.95
Area	0.21	—	—	—	—	—	—	—	—
Energy	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	0.01
Water	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—
Total	2.37	2.05	17.8	0.04	0.04	3.74	3.78	0.04	0.95
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	2.14	1.90	18.1	0.04	0.03	3.70	3.73	0.03	0.94
Area	0.25	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005
Energy	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	0.01
Water	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—
Total	2.40	2.08	18.5	0.04	0.04	3.70	3.74	0.04	0.94
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.39	0.35	3.31	0.01	0.01	0.67	0.68	< 0.005	0.17
Area	0.05	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005
Water	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—

Refrig.	—	—	—	—	—	—	—	—	—	
Total	0.44	0.38	3.38	0.01	0.01	0.67	0.68	0.01	0.17	0.18

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.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

Quality Restaurant	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO ₂	PM _{10E}	PM _{10D}	PM _{10T}	PM _{2.5E}	PM _{2.5D}	PM _{2.5T}
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Quality Restaurant	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Quality Restaurant	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Quality Restaurant	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.18	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.27	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.18	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Total	0.21	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.05	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Strip Mall	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

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

5. Activity Data

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	607	607	607	221,555	5,279	5,279	5,279	1,926,835

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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	12,917	4,306	—

5.10.3. Landscape Equipment

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)
Strip Mall	20,182	690	0.0489	0.0069	9,981
Quality Restaurant	214,441	690	0.0489	0.0069	623,700

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	150,145	0.00

Quality Restaurant	1,998,466	0.00
--------------------	-----------	------

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	2.13	—
Quality Restaurant	6.01	—

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
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Quality Restaurant	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Quality Restaurant	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Quality Restaurant	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

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	15.4	annual days of extreme heat
Extreme Precipitation	7.15	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	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A

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

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

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

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

6.3. Adjusted Climate Risk Scores

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

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0
AQ-PM	84.3
AQ-DPM	66.7
Drinking Water	83.1
Lead Risk Housing	46.0
Pesticides	3.34
Toxic Releases	62.7
Traffic	98.2
Effect Indicators	—
CleanUp Sites	5.64
Groundwater	47.4
Haz Waste Facilities/Generators	65.9
Impaired Water Bodies	83.0
Solid Waste	0.00
Sensitive Population	—
Asthma	19.9
Cardio-vascular	47.2
Low Birth Weights	6.63
Socioeconomic Factor Indicators	—
Education	12.6
Housing	7.39
Linguistic	20.6
Poverty	2.91

Unemployment	15.8
--------------	------

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	96.70216861
Employed	62.92826896
Median HI	94.04593866
Education	—
Bachelor's or higher	90.19633004
High school enrollment	100
Preschool enrollment	87.91222892
Transportation	—
Auto Access	60.64416784
Active commuting	38.75272681
Social	—
2-parent households	94.03310663
Voting	73.98947774
Neighborhood	—
Alcohol availability	50.82766585
Park access	15.79622738
Retail density	19.45335558
Supermarket access	74.7337354
Tree canopy	92.14679841
Housing	—
Homeownership	75.52932119

Housing habitability	79.82805081
Low-inc homeowner severe housing cost burden	58.3472347
Low-inc renter severe housing cost burden	47.88913127
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	78.05723085
Arthritis	14.1
Asthma ER Admissions	81.9
High Blood Pressure	16.8
Cancer (excluding skin)	2.5
Asthma	86.2
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	72.3
Life Expectancy at Birth	95.1
Cognitively Disabled	66.4
Physically Disabled	25.6
Heart Attack ER Admissions	69.7
Mental Health Not Good	92.6
Chronic Kidney Disease	35.4
Obesity	83.0
Pedestrian Injuries	71.2
Physical Health Not Good	78.6
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	54.2
Current Smoker	93.3

No Leisure Time for Physical Activity	93.5
Climate Change Exposures	—
Wildfire Risk	32.5
SLR Inundation Area	0.0
Children	47.4
Elderly	6.5
English Speaking	60.7
Foreign-born	47.7
Outdoor Workers	91.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	78.2
Traffic Density	96.5
Traffic Access	68.3
Other Indices	—
Hardship	8.5
Other Decision Support	—
2016 Voting	54.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0
Healthy Places Index Score for Project Location (b)	92.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen		Justification
Land Use		Los Angeles ZIMAS database



DOUGLASKIM+ASSOCIATES,LLC

FUTURE EMISSIONS

16610 Ventura Boulevard (Future) Detailed Report

Table of Contents

- 1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
 - 3.1. Demolition (2025) - Unmitigated
 - 3.3. Grading (2025) - Unmitigated
 - 3.5. Building Construction (2025) - Unmitigated
 - 3.7. Building Construction (2026) - Unmitigated

3.9. Architectural Coating (2026) - Unmitigated

3.11. Trenching (2025) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	16610 Ventura Boulevard (Future)
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	16610 Ventura Blvd, Encino, CA 91436, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3823
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.24

1.2. Land Use Types

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

Apartments Mid Rise	45.0	Dwelling Unit	0.40	42,560	1,598	—	109	—
Strip Mall	3.40	1000sqft	0.04	3,400	0.00	—	—	—
Enclosed Parking with Elevator	78.0	Space	0.00	31,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.10	6.24	11.8	0.02	0.22	0.82	1.04	0.20	0.20	0.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.43	37.4	19.6	0.17	0.77	8.60	9.37	0.73	2.78	3.52
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.23	5.90	7.40	0.02	0.18	0.95	1.13	0.17	0.27	0.44
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.22	1.08	1.35	< 0.005	0.03	0.17	0.21	0.03	0.05	0.08

2.2. Construction Emissions by Year, Unmitigated

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

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

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	
2025	0.73	5.72	10.4	0.01	0.22	0.70	0.92	0.20	0.17	0.37
2026	3.10	6.24	11.8	0.02	0.22	0.82	1.04	0.20	0.20	0.39
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.34	37.4	19.6	0.17	0.77	8.60	9.37	0.73	2.78	3.52
2026	2.43	5.39	9.65	0.01	0.19	0.70	0.89	0.18	0.17	0.34
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.54	5.90	7.40	0.02	0.18	0.95	1.13	0.17	0.27	0.44
2026	1.23	3.21	5.82	0.01	0.11	0.41	0.52	0.10	0.10	0.20
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.10	1.08	1.35	< 0.005	0.03	0.17	0.21	0.03	0.05	0.08
2026	0.22	0.59	1.06	< 0.005	0.02	0.08	0.10	0.02	0.02	0.04

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.73	1.05	14.5	0.03	0.03	2.27	2.29	0.03	0.58	0.60
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.24	1.10	9.57	0.02	0.03	2.27	2.29	0.02	0.58	0.60
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.56	1.13	12.6	0.02	0.03	2.24	2.27	0.03	0.57	0.59
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.47	0.21	2.30	< 0.005	0.01	0.41	0.41	< 0.005	0.10	0.11

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	0.89	10.3	0.02	0.02	2.27	2.28	0.01	0.58	0.59
Area	1.54	0.04	4.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.73	1.05	14.5	0.03	0.03	2.27	2.29	0.03	0.58	0.60
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.17	0.98	9.52	0.02	0.02	2.27	2.28	0.01	0.58	0.59
Area	1.07	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.24	1.10	9.57	0.02	0.03	2.27	2.29	0.02	0.58	0.60
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.16	0.99	9.77	0.02	0.02	2.24	2.25	0.01	0.57	0.58
Area	1.39	0.03	2.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	2.56	1.13	12.6	0.02	0.03	2.24	2.27	0.03	0.57	0.59
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	0.18	1.78	< 0.005	< 0.005	0.41	0.41	< 0.005	0.10	0.11
Area	0.25	< 0.005	0.51	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.47	0.21	2.30	< 0.005	0.01	0.41	0.41	< 0.005	0.10	0.11

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.54	0.54	—	0.08	0.08
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.03	0.03	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.39	0.80	0.01	0.03	0.56	0.59	0.03	0.15
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.15	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	—	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.08	2.08	—	1.00	—	1.00	—	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.55	< 0.005	0.03	—	0.03	0.02	—	—	0.02	—	0.02
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	—	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	—	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	—	0.02	—	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.22	27.3	9.16	0.16	0.31	6.42	6.72	0.31	1.76	—	2.06	—	2.06
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.52	0.50	0.01	0.02	0.35	0.37	0.02	0.11
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.28	0.09	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02

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	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	3.01	4.06	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	3.24	0.00	0.00	0.61	0.61	0.00	0.14	0.14	0.14	0.14	0.14
Vendor	0.01	0.38	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	0.03	0.03	0.03
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.22	2.75	0.00	0.00	0.61	0.61	0.00	0.14	0.14	0.14	0.14	0.14
Vendor	0.01	0.39	0.19	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	0.03	0.03	0.03
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.69	0.00	0.00	0.35	0.35	0.00	0.08	0.08	0.08	0.08	0.08
Vendor	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.02	0.02	0.02
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.02	0.02	0.02	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	2.57	3.69	0.01	0.10	—	0.10	0.09	0.09
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.47	0.67	< 0.005	0.02	—	0.02	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.17	0.18	3.01	0.00	0.00	0.61	0.61	0.00	0.14
Vendor	0.01	0.36	0.17	< 0.005	< 0.005	0.09	0.09	< 0.005	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.17	0.20	2.57	0.00	0.00	0.61	0.61	0.00	0.14
Vendor	0.01	0.38	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.09	0.12	1.44	0.00	0.00	0.32	0.32	0.00	0.08
Vendor	0.01	0.20	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01

Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	2.27	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	2.27	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.31	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	0.82	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.60	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.51	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.1.1. Trenching (2025) - Unmitigated

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

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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05	—	0.05	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01	0.01	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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

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.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

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

Apartments Mid Rise	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Strip Mail	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	—	0.00	—	0.00
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.98	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.47	0.04	4.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	1.54	0.04	4.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.98	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—
Total	1.07	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Consumer Products	0.18	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.51	< 0.005	< 0.005	—	< 0.005	< 0.005
Total	0.25	< 0.005	0.51	< 0.005	< 0.005	—	< 0.005	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

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

Apartments Mid Rise	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Apartments Mid Rise	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)										
Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/31/2025	5.00	23.0	—
Grading	Grading	2/1/2025	2/28/2025	5.00	20.0	—
Building Construction	Building Construction	3/8/2025	9/30/2026	5.00	408	—
Architectural Coating	Architectural Coating	5/1/2026	10/31/2026	5.00	131	—
Trenching	Trenching	3/1/2025	3/7/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHD1,MHDT
Demolition	Hauling	11.0	55.0	HHD1
Demolition	Onsite truck	—	—	HHD1
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHD1,MHDT

Grading	Hauling	126	55.0	HHD	
Grading	Onsite truck	—	—	HHD	
Building Construction	—	—	—	—	
Building Construction	Worker	46.6	18.5	LDA,LDT1,LDT2	
Building Construction	Vendor	10.5	10.2	HHD,T,MHD	
Building Construction	Hauling	0.00	20.0	HHD	
Building Construction	Onsite truck	—	—	HHD	
Trenching	—	—	—	—	
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2	
Trenching	Vendor	—	10.2	HHD,T,MHD	
Trenching	Hauling	0.00	20.0	HHD	
Trenching	Onsite truck	—	—	HHD	
Architectural Coating	—	—	—	—	
Architectural Coating	Worker	9.32	18.5	LDA,LDT1,LDT2	
Architectural Coating	Vendor	—	10.2	HHD,T,MHD	
Architectural Coating	Hauling	0.00	20.0	HHD	
Architectural Coating	Onsite truck	—	—	HHD	

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	86,184	28,728	5,100	1,700	—

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	898	—
Grading	—	12,584	15.0	0.00	—

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Strip Mall	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	359	359	359	131,035	3,195	3,195	3,195	1,166,175

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)							
Apartments Mid Rise	—							
Wood Fireplaces	0							
Gas Fireplaces	0							
Propane Fireplaces	0							
Electric Fireplaces	0							
No Fireplaces	45							
Conventional Wood Stoves	0							
Catalytic Wood Stoves	0							
Non-Catalytic Wood Stoves	0							
Pellet Wood Stoves	0							

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
86184	28,728	5,100	1,700	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	147,757	690	0.0489	0.0069	446,641
Strip Mall	33,852	690	0.0489	0.0069	16,742
Enclosed Parking with Elevator	115,173	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,677,321	27,392
Strip Mall	251,847	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	27.2	—
Strip Mall	3.57	—

Enclosed Parking with Elevator	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
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

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	15.4		annual days of extreme heat
Extreme Precipitation	7.15		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	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

6.3. Adjusted Climate Risk Scores

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

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0
AQ-PM	84.3
AQ-DPM	66.7

Drinking Water	83.1
Lead Risk Housing	46.0
Pesticides	3.34
Toxic Releases	62.7
Traffic	98.2
Effect Indicators	—
CleanUp Sites	5.64
Groundwater	47.4
Haz Waste Facilities/Generators	65.9
Impaired Water Bodies	83.0
Solid Waste	0.00
Sensitive Population	—
Asthma	19.9
Cardio-vascular	47.2
Low Birth Weights	6.63
Socioeconomic Factor Indicators	—
Education	12.6
Housing	7.39
Linguistic	20.6
Poverty	2.91
Unemployment	15.8

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	96.70216861

Employed	62.92826896
Median HI	94.04593866
Education	—
Bachelor's or higher	90.19633004
High school enrollment	100
Preschool enrollment	87.91222892
Transportation	—
Auto Access	60.64416784
Active commuting	38.75272681
Social	—
2-parent households	94.03310663
Voting	73.98947774
Neighborhood	—
Alcohol availability	50.82766585
Park access	15.79622738
Retail density	19.45335558
Supermarket access	74.7337354
Tree canopy	92.14679841
Housing	—
Homeownership	75.52932119
Housing habitability	79.82805081
Low-inc homeowner severe housing cost burden	58.3472347
Low-inc renter severe housing cost burden	47.88913127
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	78.05723085
Arthritis	14.1

Asthma ER Admissions	81.9
High Blood Pressure	16.8
Cancer (excluding skin)	2.5
Asthma	86.2
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	72.3
Life Expectancy at Birth	95.1
Cognitively Disabled	66.4
Physically Disabled	25.6
Heart Attack ER Admissions	69.7
Mental Health Not Good	92.6
Chronic Kidney Disease	35.4
Obesity	83.0
Pedestrian Injuries	71.2
Physical Health Not Good	78.6
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	54.2
Current Smoker	93.3
No Leisure Time for Physical Activity	93.5
Climate Change Exposures	—
Wildfire Risk	32.5
SLR Inundation Area	0.0
Children	47.4
Elderly	6.5
English Speaking	60.7

Foreign-born	47.7
Outdoor Workers	91.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	78.2
Traffic Density	96.5
Traffic Access	68.3
Other Indices	—
Hardship	8.5
Other Decision Support	—
2016 Voting	54.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0
Healthy Places Index Score for Project Location (b)	92.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Project plans.
Construction : Construction Phases	Developer information
Construction : Off-Road Equipment	—
Operations: Hearths	Project plans
Construction: Trips and VMT	—



DOUGLASKIM+ASSOCIATES,LLC

MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics.
Information about emission sources.
[Download PDF](#)

Residential Air Toxics Cancer Risk at
MATES Monitoring Sites



Residential Air Toxics Cancer Risk
Calculated from Model Data

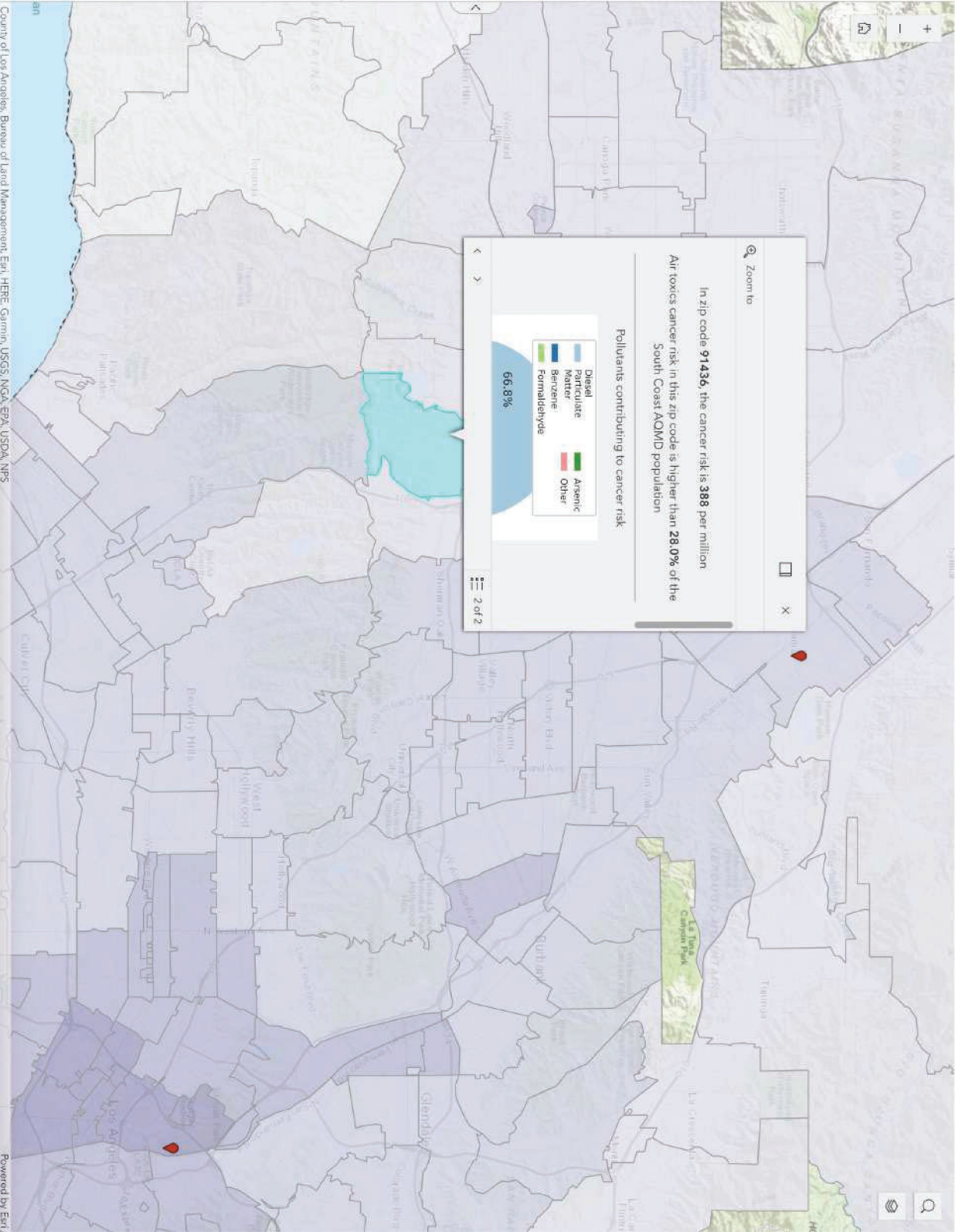
Cancer Risk (per million)



South Coast AQMD Boundary



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



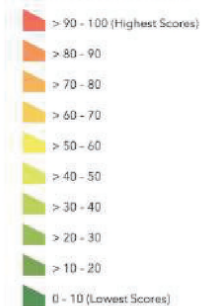


DOUGLASKIM+ASSOCIATES,LLC

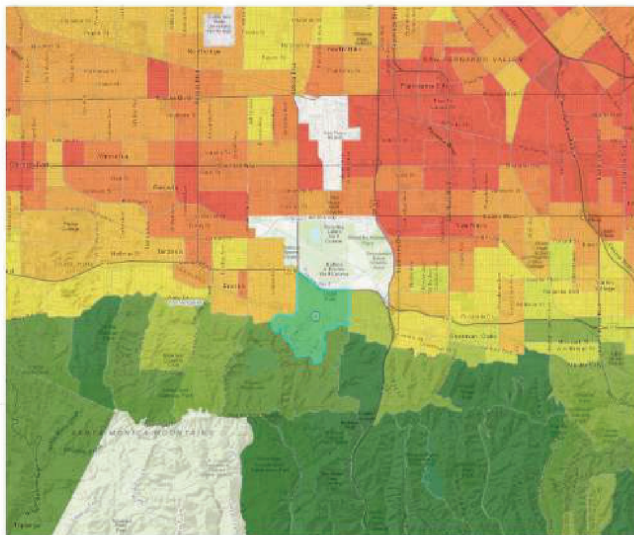
CALENVIROSCREEN 4.0 OUTPUT

Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6037139701 (Population: 5,320)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037139701 relative to other census tracts.

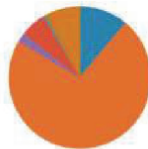
Overall Percentiles	
CalEnviroScreen 4.0 Percentile	21
Pollution Burden Percentile	86
Population Characteristics Percentile	6

Exposures	
Ozone	80
Particulate Matter 2.5	84
Diesel Particulate Matter	67
Toxic Releases	63
Traffic	98
Pesticides	3
Drinking Water	83
Lead from Housing	46

Environmental Effects	
Cleanup Sites	6
Groundwater Threats	47
Hazardous Waste	66
Impaired Waters	83
Solid Waste	0

Sensitive Populations	
Asthma	20
Low Birth Weight	7
Cardiovascular Disease	47

Socioeconomic Factors	
Education	13
Linguistic Isolation	21
Poverty	3
Unemployment	16
Housing Burden	7



Race/Ethnicity Profiles

Hover your mouse over the pie chart segment to see the race/ethnicity in percentages and approximate counts.



Age Profiles

Hover your mouse over the pie chart segment to see the age characteristics in percentages and approximate counts.



DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010, General Building Formula</i>
General Building	8,611	12	1,263	1,000	631	10	253	<i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010, Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructor	12,000	0.5	222	2,400	267	10	44	
TOTAL			1,485		898		297	



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS

Noise Technical Report

June 2024

16610 Ventura Project

16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436

Case Number: CPC-2023-3134-DB-SPP-HCA

CEQA Number: ENV-2023-3135-EAF

Prepared for:

Benelisha Group Inc
15451 Morrison Street, Sherman Oaks, CA 91403

Prepared by:



9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA

Table of Contents

<u>Section</u>	<u>Page</u>
1 Project Description.....	1-1
2 Noise.....	2-1

<u>Table</u>	<u>Page</u>
1-1 Public Transit.....	1-3
1-2 Project Site	1-4
1-3 Construction Schedule.....	1-7
2-1 A-Weighted Decibel Scale	2-1
2-2 State of California Noise/Land Use Compatibility Matrix	2-4
2-3 Existing Noise Levels.....	2-10
2-4 Construction Schedule Assumptions	2-14
2-5 Construction Noise Impacts at Off-Site Sensitive Receptors	2-16
2-6 Construction Vehicle Trips (Maximum Hourly)	2-17
2-7 Project Consistency with City of Los Angeles General Plan Noise Element	2-21
2-8 Related Projects Within 0.5 Miles of Project Site.....	2-22
2-9 Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors	2-24

<u>Figure</u>	<u>Page</u>
2-1 Noise Measurement Locations	2-11
2-2 Construction Noise Sound Contours	2-15
2-3 Related Projects	2-23
2-4 Construction Noise Sound Contours from Cumulative Development.....	2-24

Technical Appendix

Noise Technical Modeling, June 2024

Section 1

Project Description

1 Project Information

<u>Project Title:</u>	16610 Ventura Project
<u>Project Location:</u>	16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436
<u>Case Number:</u>	CPC-2023-3134-DB-SPP-HCA
<u>CEQA Number:</u>	ENV-2023-3135-EAF
<u>Lead Agency:</u>	City of Los Angeles, Los Angeles City Planning 200 N. Spring Street, Room 763, Los Angeles, CA 90012
<u>Prepared By:</u>	CAJA Environmental Services, LLC 9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311 Seth Wulkan, Project Manager 310-469-6704, seth@ceqa-nepa.com
<u>Technical Assistance:</u>	DKA Planning, LLC 423 Bohol Circle Lane, Alameda, CA 94501 Doug Kim, AICP, Principal

2 Environmental Setting

2.1 Project Location

The Project Site is located on the south side of Ventura Boulevard, between Rubio Avenue to the east and Petit Avenue to the west, in the Encino – Tarzana Community Plan of the City of Los Angeles (City), 91436 in the County of Los Angeles (County). The Site is located approximately 15 miles northwest of Downtown Los Angeles and approximately 9 miles north of the Pacific Ocean.

2.2 Surrounding Land Uses

North across Ventura Boulevard is a 5-story commercial building (16601 Ventura Boulevard), and an 13-story commercial building (16633 Ventura Boulevard), both zoned C4-1L.

South adjacent to the Site is a paved parking lot (4726 Petit Avenue), zoned (T)(Q)R1-1, RE9-1.

West adjacent to the Site is a 1-story restaurant building (Panera Bread, 16624 Ventura Boulevard), C4-1L.

East adjacent to the Site is a 1-story restaurant building (Maria's Italian Kitchen, 16608 Ventura

Boulevard), zoned C4-IL.

The nearest residential uses:

- Single-family residential, 16616 Lauren Way, 100 feet to the south of the Site
- Single-family residential, 16620 Lauren Way, 120 feet to the south of the Site

The nearest school or childcare facility:

- Encino Charter Elementary, 16941 Addison Street, 0.52 miles north west of the Site
- Funtastic Daycare, 5346 Forbes Avenue, 0.77 miles north east of the Site

2.3 Regional and Local Access

Regional access is provided by:

- US-101 (Ventura) Freeway, 3,000 feet (0.57 miles) north of the Site

Local access is provided by (Mobility Plan 2035 designation):¹

- Ventura Boulevard (Boulevard II), directly north of the Site
- Rubio Ave (Local Street Standard), 115 feet east of the Site
- Petit Avenue (Collector), 225 feet west of the Site
- Hayvenhurst Avenue (Avenue I), 770 feet east of the Site
- Balboa Boulevard (Boulevard II), 1,825 feet west of the Site

2.4 Bicycle Facilities

The following bicycle facilities are nearby:²

- Bike Route:
 - Hayvenhurst Avenue, 770 feet east of the Site
- Bicycle-Friendly Streets:³
 - Hayvenhurst Avenue, 770 feet east of the Site

¹ NavigateLA, Mobility Plan 2035: <https://navigatela.lacity.org/navigatela/>, accessed April 25, 2024.

² LA County Bikeways Map: <https://dpw.lacounty.gov/bike/map.cfm>, accessed April 25, 2024.

³ According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>, accessed April 25, 2024.

2.5 Pedestrian Facilities

There is a sidewalk along the Project Site's north side on Ventura Boulevard, east side on Rubio Avenue, and west side on Petit Avenue. Striped crosswalks are provided all legs of the nearest signalized intersection:

- Ventura Boulevard / Rubio Avenue, 115 feet east of the Site

2.6 Public Transit

As shown in **Table 1-1, Public Transit**, Los Angeles County Metropolitan Transportation Authority (Metro)⁴ and Los Angeles Department of Transit (LADOT) operate public transit in the area.

The Site is within a High-Quality Transit Area (HQTA),⁵ which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.⁶

**Table 1-1
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak)
Metro					
240	Bus	East-west on Ventura Blvd.	Petit	125 feet west	10 minutes
235/236	Bus	North-south on Balboa	Ventura	1,975 feet west	60 minutes
LADOT Commuter Express (CE)					
423	Bus	North-south on Hayvenhurst	Magnolia	2,475 feet northeast	5-65 minutes
Distance is measured from the Site to the entrance of a rail transit station or bus stop. Peak Times: https://www.metro.net/riding/guide/system-maps/ Metro Line 240 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01153954/162_TT_12-10-23.pdf Metro Line 235/236 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154034/235-236_TT_12-10-23.pdf LADOT CE 423 (effective July 31, 2021): https://www.ladottransit.com/comexp/routes/423/423.html					

2.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

- C4-1L (Commercial Zone, Height District 1 Limited)⁷

⁴ Metro System Map: <https://www.metro.net/riding/guide/system-maps/>, accessed April 26, 2024.

⁵ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed April 26, 2024.

⁶ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed April 26, 2024.

⁷ Los Angeles Zoning Summary: <https://planning.lacity.org/zoning/regulations-summary>

The Project Site has the following zoning information (ZI):

- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-1729 Specific Plan: Ventura/Cahuenga Boulevard Corridor
- ZI-2512 Housing Element Inventory of Sites

**Table 1-2
Project Site**

Address	Lot	APN	Size (sf)	Zone	Land Use
16614, 16616, 16618 W. Ventura Blvd.	PT 4	2284-007-026	10,388.8	C4-1L	Regional Center Commercial
16610 W. Ventura Blvd.		2284-007-001	10,365.6		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , April 26, 2024.					

2.8 Existing Conditions

The lot area is 20,754.4 square feet (0.477 acres).⁸

See **Table 1-3, Existing Uses**, for details of the existing uses. The Site contains a total of 8,611 square feet of buildings and approximately 12,000 square feet of surface parking.

The east side of the Site (16610 Ventura) contains a 2-story, 6,584 square-foot restaurant building (Monaco Restaurant and Bar) and approximately 6,400 square feet of associated surface parking.

The west side of the Site (16614-16618 Ventura Boulevard) contains two connected 1-story, 2,027 square-foot commercial buildings (consisting of 896 square feet and 1,131 square feet) and approximately 5,600 square feet of associated surface parking.

**Table 1-3
Existing Uses**

Address	Use	Building	Size (sf)
16614-16618 W. Ventura Blvd.	Commercial	1-story	1,131
	Commercial	1-story	896
16610 W. Ventura Blvd.	Restaurant	2-stories	6,584
Total			8,611
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , April 26, 2024.			

3 Project Description

3.1 Project Overview

All existing structures and uses will be removed.

The Project will construct a new 5-story, multi-family, mixed-use building with 45 units (including 8 affordable units) and 3,400 square feet of commercial use. The building will include two

⁸ Plans, GA Engineering, February 28, 2024.

subterranean parking levels.

The Project will utilize the Density Bonus program for an increase in height, increase floor-area ratio (FAR), and waiver of transitional height.⁹

3.2 Density

The Project includes 4 studio units, 17 one-bedroom units, and 24 two-bedroom units. Of the 45 units, 8 units (15%) will be reserved for Very Low-Income restricted affordable housing.

3.3 Floor Area

The Project proposes a floor area of approximately 45,960 square feet and a floor-area-ratio (FAR) of 2.3:1. This includes 42,560 square feet residential floor area and 3,400 square feet commercial floor area.

3.4 Height

The Project proposes a 5-story, 62-foot in height building.

3.5 Open Space

The Project includes 6,390 square feet of open space, including 28 residential balconies and decks on floors 4 and 5.

3.6 Loading Zone

The Project includes a loading zone on the west portion of the Site adjacent to the alley.

3.7 Access

The Project includes access via an alley entering from the southeast portion of the Site. The alley access would provide entrance to the two subterranean parking levels and commercial/retail parking on Level 1.

3.8 Vehicle Parking

Per LAMC 12.22.A25, 57 residential parking spaces are required. The Project would provide 63 residential parking spaces in the two subterranean parking levels.

The Project requires 14 commercial/retail parking spaces. The first floor provides 15 commercial/retail parking spaces.

Therefore the Project provides a total of 78 parking spaces.

⁹ Plans, GA Engineering, February 28, 2024.

Of the 63 spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

3.9 Bicycle Parking

The Project includes 54 bicycle parking spaces (7 short-term and 47 long-term) for the residential and commercial uses.

3.10 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)¹⁰ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).¹¹ The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-4, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The estimated operational year is 2026. Construction is proposed to finish in 2026 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove 8,611 square feet of buildings and approximately 12,000 square feet of

¹⁰ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on April 26, 2024.

¹¹ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on April 26, 2024.

surface parking lot of asphalt/concrete surfaces.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 12,584 cubic yards (which includes a 25% swell expansion potential).¹²

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.¹³ The haul route will be approximately 55 miles one-way, or 110 miles roundtrip, and could include the following:

- Full trucks: Exit Site and north on Rubio Avenue, east on Ventura Boulevard, north on Hayvenhurst, to US-101 east, I-10 East, CA-60 East, I-605 North, exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrow Highway, Irwindale, 91706.
- Empty trucks will travel in the reverse to the Site and exit US-101 West at Hayvenhurst Avenue, to the Site.

**Table 1-4
Construction Schedule**

Phase	Schedule	Duration
Demolition	January 1, 2025 – January 31, 2025	4 weeks
Grading	February 1, 2025 – February 28, 2025	4 weeks
Trenching	March 1, 2025 – March 7, 2025	1 week
Construction	March 8, 2025 – September 30, 2026	18 months
Architectural Coatings	May 1, 2026 – October 31, 2026	6 months

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures, and buildings.

Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.

Some overlap of phasing may occur.

The analysis assumes that construction would start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Estimates provided by the Applicant, February 2024.

¹² Applicant info, February 2024.

¹³ NavigateLA, Haul Route layer: <https://navigatea.lacity.org/navigatea/>

Section 2

Noise

1 Introduction

This technical report evaluates noise impacts from construction and operation of a Project at 16610 Ventura Boulevard in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

2 Fundamentals of Noise

2.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 2-1** provides examples of A-weighted noise levels from common sources.

Table 2-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

2.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

2.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

2.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

2.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

2.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise

¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

² World Health Organization, Guidelines for Community Noise, 1999.

³ Ibid.

levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.⁴ However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁵

2.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

3 Regulatory Framework

3.1 Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

3.2 State

3.2.1 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵ World Health Organization, Guidelines for Community Noise, 1999.

⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

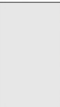

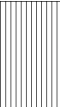

processes to prevent or reduce noise and land use incompatibilities. **Table 2-2** illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 2-2
State of California Noise/Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (dB, L _{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						

Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
<div>  Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. </div> <div>  Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice. </div> <div>  Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. </div> <div>  Clearly Unacceptable - New construction or development should generally not be undertaken. </div>							
Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.							

3.3 Regional

3.3.1 Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

3.4 Local

3.4.1 City of Los Angeles General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.⁷

However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 2-2**, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Project:

Policy 2.2: *Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*

Objective 3 (Land Use Development): *Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

There are also two programs that are applicable to development projects:

Program 11: *For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.*

Program 12: *When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.*

3.4.2 City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project

⁷ The L.A. CEQA Thresholds Guide defined noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.

construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) *No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*

(c) *No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) *75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

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

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project’s property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

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

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

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

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

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

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

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

4 Existing Conditions

4.1 Noise Sensitive Receptors

The Project Site is located in a residential area in the Encino neighborhood. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residence, 16616 Lauren Way; 100 feet south of the Project Site
- Residence, 16620 Lauren Way; 120 feet south of the Project Site
- Medical Center, 16550 Ventura Boulevard; 160 feet east of the Project Site
- Residence, 4833 Rubio Avenue; 600 feet north of the Project Site
- Los Encinos State Historic Park; 1,170 feet west of the Project Site

4.2 Existing Ambient Noise Levels

The Project Site is improved with 8,611 square feet of commercial buildings in two buildings that include 6,584 square feet of restaurant uses and 2,027 square feet of retail. These buildings include several roof-top units providing air conditioning for the buildings that occasionally generate

minor levels of noise (approximately 81.9 dBA at one foot of distance).⁸ These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

Other on-site noise is generated from a 12,000 square-foot surface parking lot located at the rear of the site. This includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities as well as occasional loading of goods either in the parking lot or along the Ventura Boulevard street frontage.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.⁹ This includes traffic on Ventura Boulevard, which carries about 4,177 vehicles at Hayvenhurst Avenue in the A.M. peak hour.¹⁰ Existing development contributes about 607 daily vehicle trips onto Ventura Boulevard and other local roads.¹¹

In March 2024, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.¹² As shown in **Table 2-3**, noise levels along roadways near the Project Site ranged from 56.6 to 66.7 dBA L_{eq} on Lauren Way and Ventura Boulevard, respectively, which was generally consistent with the traffic volumes on these streets.

Table 2-3
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		dBA (L_{eq})	dBA (CNEL) ^a		
A. 16550 Ventura Bl.	Traffic on Ventura Bl.	66.7	64.7	2. Medical Center – 16550 Ventura Bl.	Conditionally Acceptable
B. 4833 Rubio Ave.	Traffic on Rubio Ave.	60.8	58.8	1. Residence – 4833 Rubio Ave.	Normally Acceptable
C. Lauren Way at Rubio Ave.	Traffic on Rubio Ave.	56.6	54.6	3. Residences – Lauren Way	Normally Acceptable
^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.					

⁸ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

⁹ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

¹⁰ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Ventura Bl at Hayvenhurst Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹¹ Los Angeles Department of Transportation, Transportation Study Assessment; April 12, 2023 using City of Los Angeles VMT Calculator, v1.3.

¹² Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

^b Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See **Table 2-2** above for definition of compatibility designations.

Source: DKA Planning, 2024

Figure 2-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the types of land uses near the Project Site.

Figure 2-1
Noise Measurement Locations



5 Methodology

5.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like

construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

5.2 Off-Site Construction Noise Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,¹³ the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.¹⁴ Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.¹⁵ For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.¹⁶ It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

5.3 On-Site Operational Noise Activities

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

5.4 Off-Site Operational Noise Activities

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate

¹³ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹⁴ A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

¹⁵ Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

¹⁶ Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways that access the Project Site.

6 Thresholds of Significance

6.1 State CEQA Guidelines Appendix G

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

6.2 City Thresholds

6.2.1 Construction Noise Thresholds

Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

6.2.2 Operational Noise Thresholds

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.

- Project operations would cause any 5 dBA CNEL or greater noise increase.¹⁷

7 Analysis of Project Impacts

7.1 Noise Increase

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

Less Than Significant Impact.

7.1.1 Construction

7.1.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 22 months of demolition, site preparation, grading, building construction, paving, and application of architectural coatings, as shown in **Table 2-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

**Table 2-4
Construction Schedule Assumptions**

Phase	Duration	Notes
Demolition	Month 1	Removal of 8,611 square feet of building floor area and 12,000 square feet of asphalt/concrete parking lot hauled 55 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 12,584 cubic yards of soil (including 25 percent swell factor) ¹⁸ hauled 55 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 3 (one week)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-21	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 16-21	Application of interior and exterior coatings and sealants.
Estimates provided by the Applicant, February 2024.		

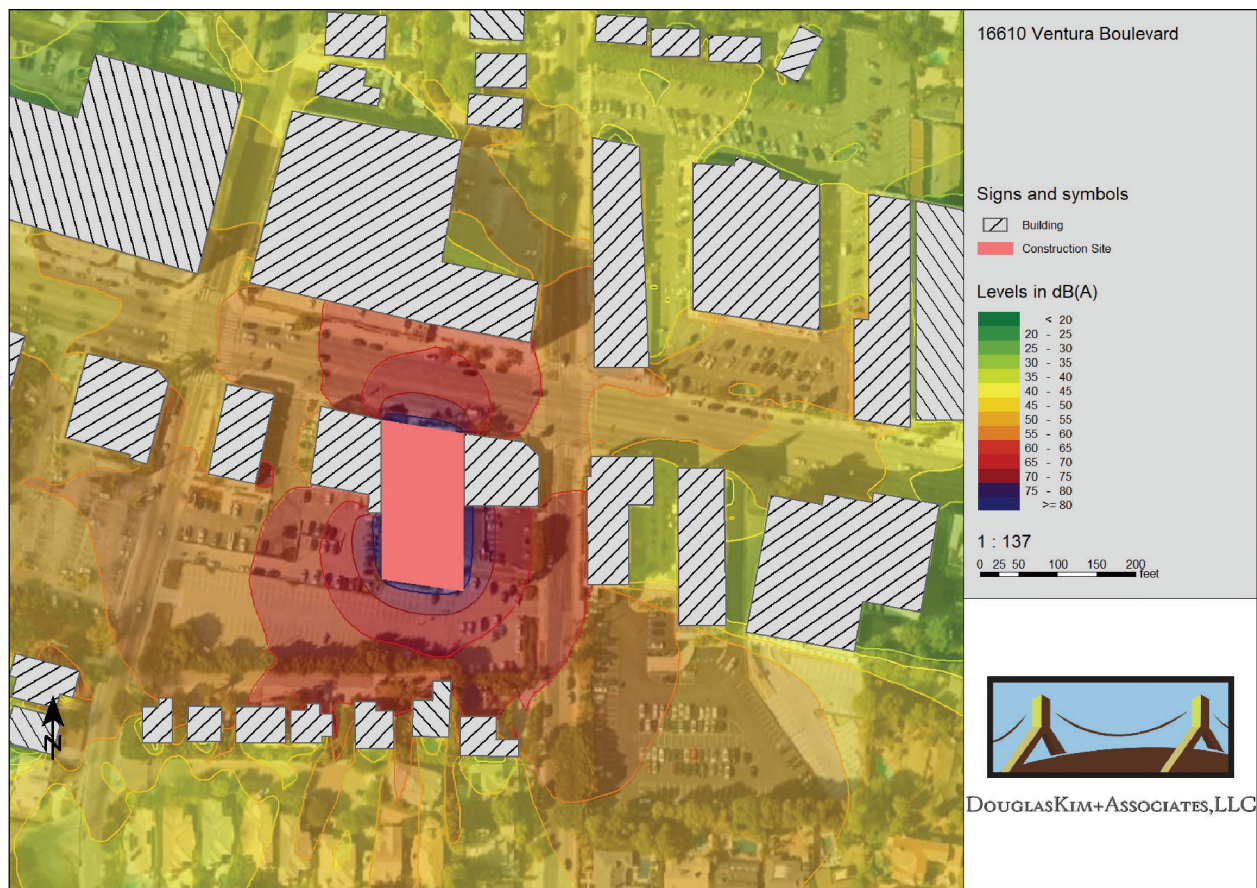
¹⁷ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

¹⁸ Estimates provided by the Applicant, February 2024.

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

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 2-2** illustrates how noise would propagate from the construction site during the demolition and grading phase.

Figure 2-2
Construction Noise Sound Contours



Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 2-5**, when considering ambient noise levels and compliance with LAMC Section 112.05, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as

the use of quieter equipment or advanced mufflers.¹⁹ These construction noise levels would not exceed the City’s significance threshold of 5 dBA. Therefore, the Project’s on-site construction noise impact would be less than significant.

Table 2-5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant ?
Residence, 4833 Rubio Ave.	48.8	60.8	61.1	0.3	No
Medical Center, 16550 Ventura Bl.	58.0	66.7	67.2	0.5	No
Residences, Lauren Way	48.7	56.6	57.3	0.7	No
Source: DKA Planning, 2024.					

7.1.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 351 peak hourly PCE trips, as summarized in **Table 2-6**, during the grading phase.²⁰ This would represent about 8.4 percent of traffic volumes on Ventura Boulevard, which carries about 4,177 vehicles at Hayvenhurst Avenue in the morning peak hour of traffic.²¹ Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Ventura Boulevard would serve as part of the haul route for any soil exported from the Project Site given its access to the Ventura Freeway via Hayvenhurst Avenue. Because the Project’s construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Ventura Boulevard, the Project’s construction-related traffic would not increase existing noise levels by 3 dBA or more, let alone the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project’s noise impacts from construction-related traffic would be less than significant.

¹⁹ Use of quieter equipment, such as electronic-powered equipment, is quieter than diesel-powered equipment. Similarly, hydraulically-powered equipment is quieter than pneumatic power. Overall, newer equipment is generally quieter due to design improvements (e.g., tighter manufacturing tolerances, better gear meshing, quieter cooling fans). Deploying newer equipment also avoids unnecessary noise from poor maintenance (e.g., worn gear teeth or bearings, slackness between loose parts, poor lubrication, imbalance in rotating parts, obstructing in airways, damaged silencers).

²⁰ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

²¹ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Ventura Bl at Hayvenhurst Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 2-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Ventura Blvd. ^e
Demolition	10	0	35 ^b	45	1.1
Grading	3	0	343 ^c	351	8.4
Trenching	3	0	0	3	0.1
Building Construction	47	39 ^d	0	86	2.1
Architectural Coating	9	0	0	9	0.2
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The project would generate 297 haul trips over a 23-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent ^c The project would generate 2,517 haul trips over a 20-day period with seven-hour work days. Assumes a 19.1 PCE. ^d This phase would generate about 10.5 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE. ^e Percent of existing traffic volumes on Ventura Boulevard at Hayvenhurst Avenue. Source: DKA Planning, 2024.					

7.1.2 Operation

7.1.2.1 On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof over 51 feet above grade that would generate incremental long-term noise impacts. This would include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5) and the commercial space, with each unit distributed across the roof as needed to serve each space. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,²² while other HVAC units could have a sound power of up to 76 dBA. Equipment would be designed to not elevate ambient noise levels by 5 dBA in accordance with City regulations.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to sensitive receptors to the south of the Project Site, where one- to two-story residences along Lauren Way would be approximately 30 to 40 feet lower than the roof of the Proposed Project. Residences to the north along Rubio Avenue would be shielded from any noise by the multi-story

²² Clean British Columbia. Heat Pumps and Noise. <https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf>

commercial buildings on the north side of Ventura Boulevard. The medical building across Rubio Avenue has fixed casement windows that face toward the Project Site and would not be exposed in its interior spaces. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.²³ Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.²⁴ A 8'9" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

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

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

Auto- and Parking-Related Activities

The majority of auto-related noise impacts at the Project Site would come from vehicles entering and exiting the development from a driveway off the rear alley. These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces and minor engine acceleration. However, the Project would reduce about 248 daily vehicle trips that visit the Project Site, thereby resulting in a net reduction in auto-related noise from vehicles approaching or leaving the Project Site.²⁵

Parking-related noise would include also include door slamming (generally instantaneous) and car alarms, while could last a few seconds. These activities would be within an enclosed garage structure and as such, shielded largely from nearby sensitive receptors. Since existing parking noise occurs in the surface-level parking lot at the rear of the Project Site, the Project would result in a decrease in this type of noise. Therefore, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

²³ Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier's rated sound power of 76 dB.

²⁴ Ibid.

²⁵ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

Outdoor Uses

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

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:
 - Private balconies on all elevations. These would be private spaces for residents used for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.
 - Common open space on the fourth floor. A 980 square-foot deck along the rear portion of the 4th floor would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. A 42” parapet along the perimeter of the open space would partially shield noise.
 - Common open space on the fifth floor. A 4,000 square-foot deck along the rear portion of the 4th floor would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. A 42” parapet along the perimeter of the open space would partially shield noise.

The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.²⁶ For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq} . Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet.²⁷

- Trash collection. On-site trash and recyclable materials for the residents and commercial tenant(s) would be managed from the waste collection area on the first floor of the parking garage and Basement Level 1. As such, the Project would lower on-site trash management noise levels, as they would be conducted in the enclosed garage structure. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Ventura Boulevard or the rear alley, where solid waste activities would include use of trash

²⁶ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

²⁷ Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.²⁸ These outdoor noise impacts associated with trash haul trucks would be comparable to those serving the existing retail and restaurant uses. As such, the Proposed Project would not materially change noise from existing trash collection.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.²⁹ The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.
- Commercial loading. On-site loading and unloading activities would be managed in the rear alley, where a 400 square-foot space would serve the commercial tenant(s). This would be comparable to existing loading activities associated with the restaurant and retail uses. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Further, LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

7.1.2.2 Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. However, the Project would reduce about 248 daily vehicle trips that visit the Project Site, thereby resulting in a net reduction in traffic volumes and traffic noise on Ventura Boulevard and other local roads.³⁰

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be

²⁸ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

²⁹ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA L_{eq} at 50 feet.

³⁰ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

7.1.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 2-7** summarizes the Project's consistency with these.

Table 2-7
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	Consistent. The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	Consistent. The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	Consistent. The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	Consistent. The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2024.	

7.2 Airport Noise

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

Less Than Significant Impact.

The Project Site is located about 2.7 miles south of the Van Nuys Airport. As such, the Project is not within the vicinity of a private airstrip or airport land use plan and would not expose residents to excessive noise levels. This would be considered a less than significant impact

8 Cumulative Impacts

8.1 Construction

8.1.1 On-Site Construction Noise

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

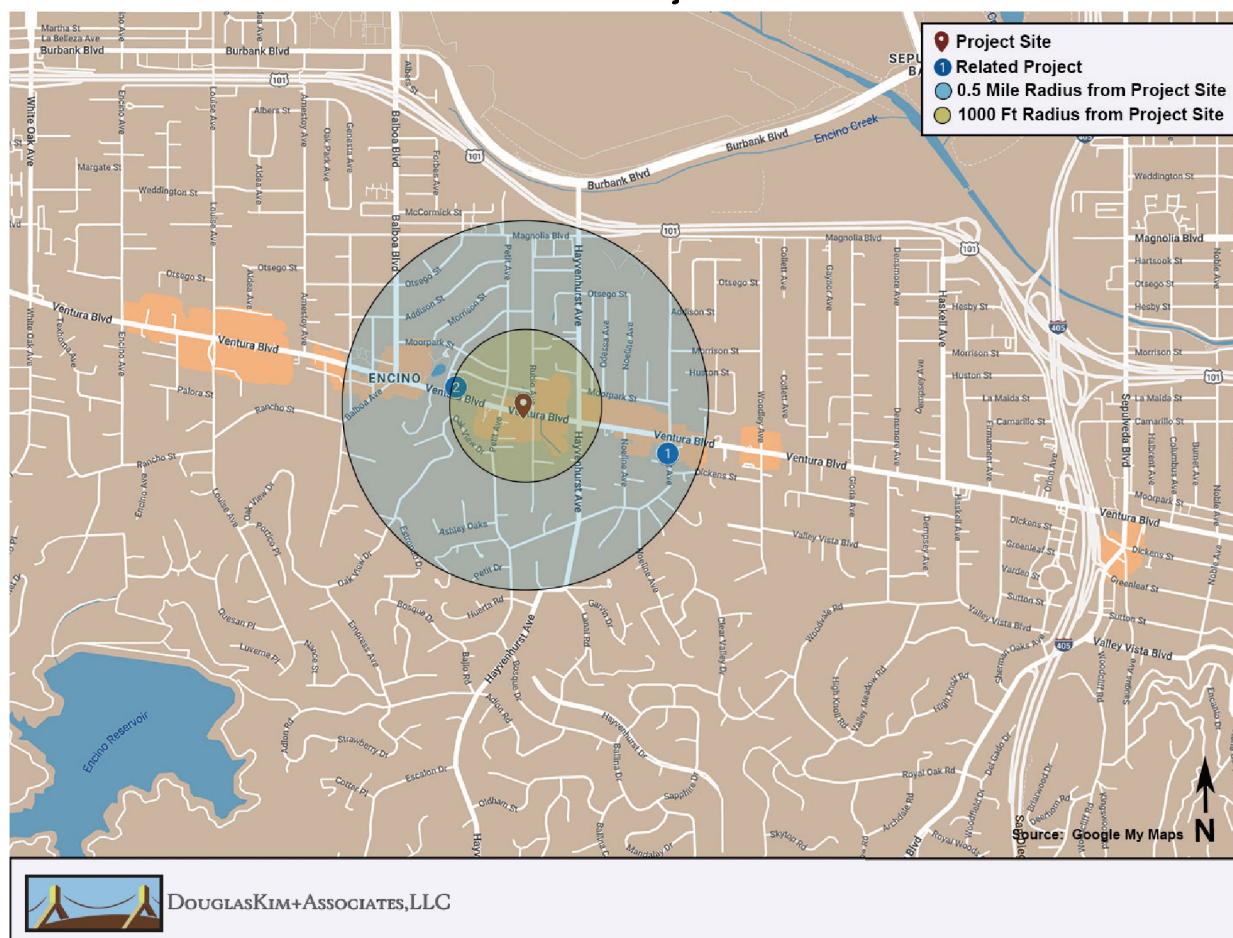
Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There are two potential related projects identified by the City of Los Angeles within 0.5 miles of the Project (**Table 2-8**), illustrated in **Figure 2-3**.³¹

Table 2-8
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	4741 Libbit Ave.	1,815 feet east	Residential	46 units	To be constructed
2	16747 Ventura Blvd.	960 feet northwest	Residential Auto Dealer	130 units 16,000 sf	To be constructed
Source: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, March 11, 2024. Internal research by CAJA Environmental Services, 2024. Los Angeles Planning Case Numbers: #1: CPC-2023-7355-CU-DB-HCA #2: CPC-2023-8099-CU-DB-SPP-VHCA					

³¹ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, March 11, 2024.

Figure 2-3
Related Projects



Based on the status of potential related projects in **Table 2-9**, only one of these potential projects could contribute to cumulative noise impacts from any concurrent construction, as Related Project No. 1 is 1,815 feet away from the Project Site, too distant to contribute to cumulative noise impacts. As a result, one project is assumed to potentially undergo concurrent construction with the Project (i.e., Related Project No. 2).

As illustrated in **Table 2-9**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . The noise contours from the related project at 16747 Ventura Boulevard are illustrated in **Figure 2-4**. These cumulative noise levels at analyzed sensitive receptors are virtually no different than impacts from the Project alone, as the related project is nearly 1,000 feet away. The presence of a number of multi-story structures would shield any influence from this related project on the sensitive receptors analyzed in this technical report. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 2-9
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant ?
1. Residence – 4833 Rubio Ave.	48.8	60.8	61.1	0.3	No
2. Medical Center – 16550 Ventura Bl.	57.9	66.7	67.2	0.5	No
3. Residences – Lauren Way	48.7	56.6	57.3	0.7	No
Source: DKA Planning, 2024.					

Figure 2-4
Construction Noise Sound Contours from Cumulative Development



8.1.2 Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project

would add about 351 peak hourly PCE trips to Ventura Boulevard during the grading phase.³² This would represent about 8.4 percent of traffic volumes on Ventura Boulevard, which carries about 4,177 vehicles at Hayvenhurst Avenue in the morning peak hour of traffic.³³ Any related projects would have to add 3,826 peak hour vehicle trips to double volumes on Ventura Boulevard.

The related project at 16747 Ventura Boulevard would be comparable in scale to the Project, with 130 residences and auto dealership uses. As such, construction of that project could generate several hundred PCE trips onto Ventura Boulevard as well, falling far short of the 3,826 peak hour vehicle trips needed to double traffic on Ventura Boulevard.

As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

8.2 Operation

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

8.2.1 On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Ventura Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

8.2.2 Off-Site Mobile Noise Sources

The Project would reduce about 248 daily vehicle trips that visit the Project Site, thereby resulting in a net reduction in traffic volumes and traffic noise on Ventura Boulevard and other local roads.³⁴

³² This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

³³ DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Ventura Bl at Hayvenhurst Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

³⁴ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

As such, it would not contribute any traffic toward traffic noise from the related project at 16747 Ventura Boulevard and any other cumulative development. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

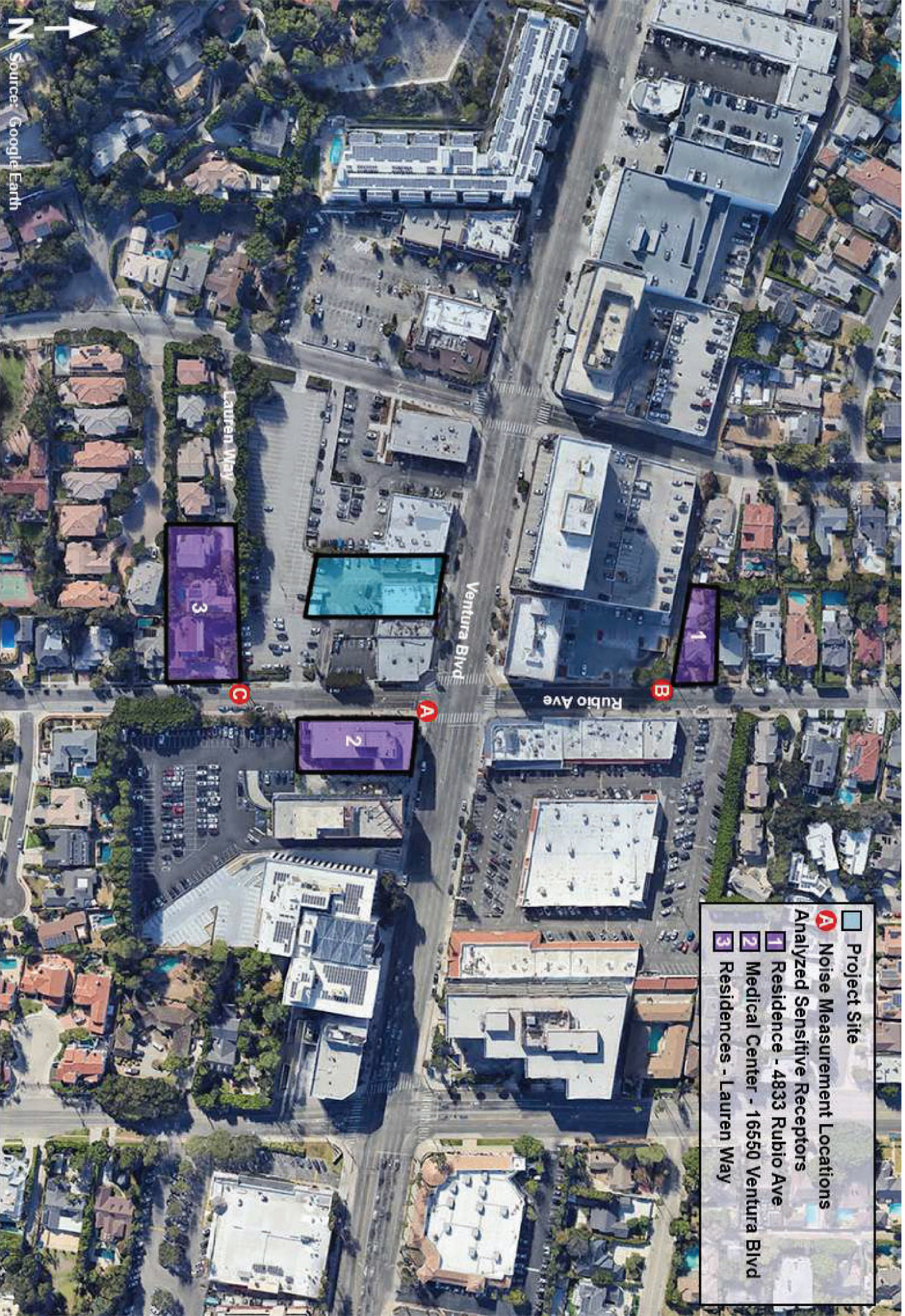
Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.







TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



-  Project Site
-  Noise Measurement Locations
-  Analyzed Sensitive Receptors
 -  Residence - 4833 Rubio Ave
 -  Medical Center - 16550 Ventura Blvd
 -  Residences - Lauren Way

N
Source: Google Earth



DOUGLASKIM+ASSOCIATES,LLC

Figure 1

Noise Measurement Locations

Session Report

3/7/2024

Information Panel

Name 16550 Ventura Boulevard

Comments

Start Time 3/6/2024 12:57:01 PM

Stop Time 3/6/2024 1:12:02 PM

Run Time 00:15:01

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

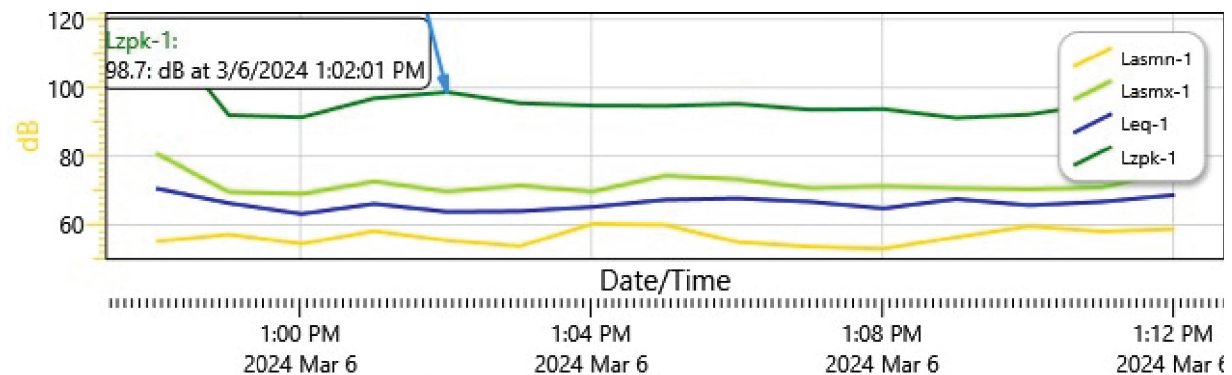
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.7 dB	Lasmn	1	52.9 dB
Lasmx	1	80.8 dB	Rtime	1	00:15:01
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

16550 Ventura Boulevard: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
3/6/2024 12:58:01 PM	118.8	55.1	80.8	70.6
12:59:01 PM	92	57.2	69.6	66.3
1:00:01 PM	91.4	54.4	69	63.2
1:01:01 PM	96.9	58.2	72.6	66.1
1:02:01 PM	98.7	55.4	69.7	63.8
1:03:01 PM	95.5	53.7	71.4	64
1:04:01 PM	94.8	60.3	69.7	65.2
1:05:01 PM	94.7	60	74.3	67.3
1:06:01 PM	95.3	54.9	73.2	67.7
1:07:01 PM	93.6	53.5	70.7	66.7
1:08:01 PM	93.8	52.9	71.2	64.8
1:09:01 PM	91.2	56.4	70.7	67.5
1:10:01 PM	92.2	59.6	70.4	65.7
1:11:01 PM	95.4	58.1	70.9	66.7
1:12:01 PM	105.7	58.8	75.4	68.7

Session Report

3/7/2024

Information Panel

Name 4833 Rubio Avenue

Comments

Start Time 3/6/2024 12:41:03 PM

Stop Time 3/6/2024 12:56:04 PM

Run Time 00:15:01

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

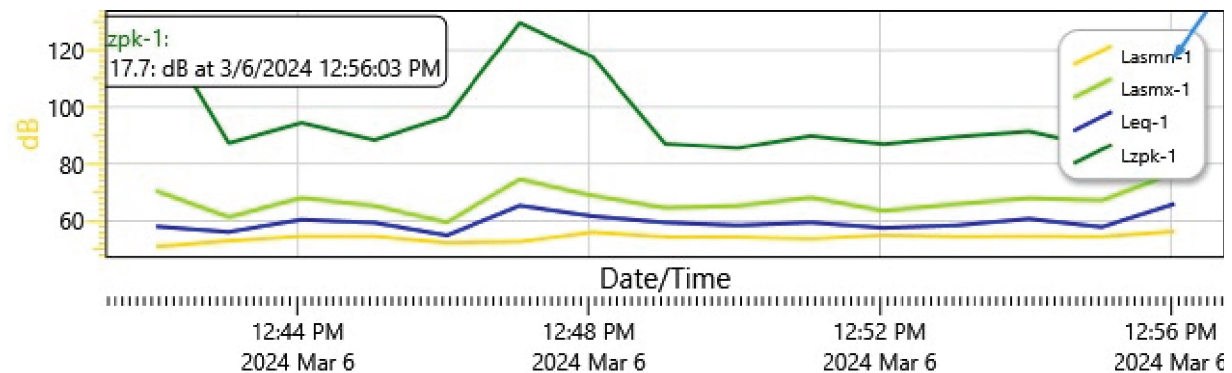
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.8 dB	Lasmn	1	52.2 dB
Lasmx	1	76.7 dB	Rtime	1	00:15:01
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

4833 Rubio Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
3/6/2024 12:42:03 PM	130.1	50.8	70.5	58.1
12:43:03 PM	87.4	52.9	61.4	56.2
12:44:03 PM	94.5	54.6	68.1	60.5
12:45:03 PM	88.5	54.6	65.3	59.4
12:46:03 PM	96.7	52.2	59.6	55
12:47:03 PM	129.6	52.6	74.6	65.4
12:48:03 PM	117.6	56.1	68.9	61.7
12:49:03 PM	87.1	54.4	64.6	59.5
12:50:03 PM	85.6	54.3	65.3	58.5
12:51:03 PM	89.9	53.7	68.2	59.5
12:52:03 PM	87	55	63.6	57.6
12:53:03 PM	89.6	54.5	65.9	58.5
12:54:03 PM	91.5	54.6	68	60.8
12:55:03 PM	85.9	54.5	67.2	57.9
12:56:03 PM	117.7	56.4	76.7	66

Session Report

3/7/2024

Information Panel

Name Lauren Way at Rubio Avenue

Comments

Start Time 3/6/2024 1:12:54 PM

Stop Time 3/6/2024 1:27:56 PM

Run Time 00:15:02

Serial Number SE40213991

Device Name SE40213991

Model Type Sound Examiner

Device Firmware Rev R.11F

Company Name

Description

Location

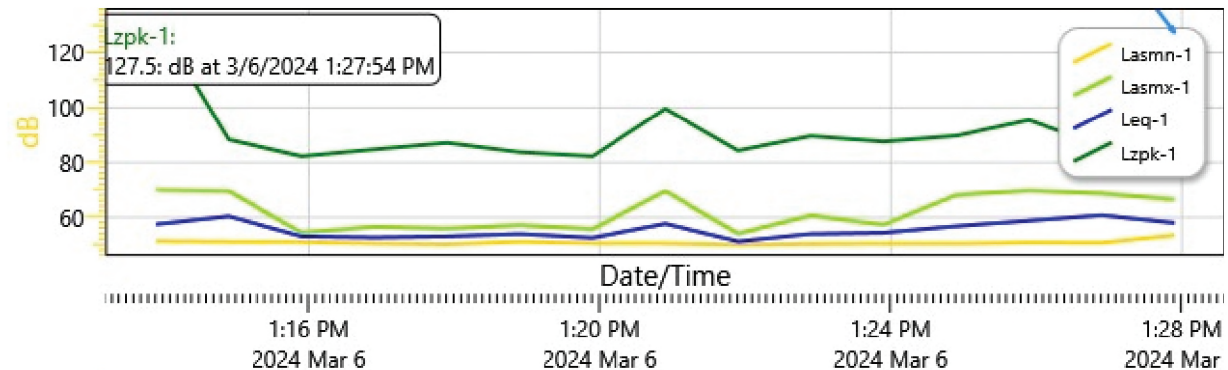
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Lauren Way at Rubio Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
3/6/2024 1:13:54 PM	132.2	51.4	70	57.5
1:14:54 PM	88.4	51.2	69.6	60.4
1:15:54 PM	82.3	51.1	54.4	53.1
1:16:54 PM	84.8	50.6	56.6	52.7
1:17:54 PM	87.2	50.3	55.9	53.1
1:18:54 PM	83.8	51.2	57.2	54
1:19:54 PM	82.3	50.7	55.7	52.6
1:20:54 PM	99.6	50.6	69.6	57.7
1:21:54 PM	84.4	50.1	54.1	51.3
1:22:54 PM	89.7	50.4	60.7	54
1:23:54 PM	87.7	50.6	57.3	54.4
1:24:54 PM	89.8	50.5	68.1	56.8
1:25:54 PM	95.5	50.9	69.8	58.8
1:26:54 PM	86.1	50.8	68.7	60.8
1:27:54 PM	127.5	53.5	66.5	58



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Corrections		
				Cwall dB	CI dB	CT dB
Construction Site	1993 m²	Lw/unit	109.7	-	-	-

Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv. grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X	Y						
1	Medical Center - 16550 Ventura Bl.	11362240.8	3780640.42	West	GF	230.84	-	58.0	-
2	Residence - 4833 Rubio Ave.	11362212.1	3780779.71	South	GF	229.37	-	48.8	-
3	Residences - Lauren Way	11362214.3	3780538.32	East	GF	233.46	-	48.7	-




Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Medical Center - 16550 Ventura Bl. GF		58.0
Construction Site	-	58.0
Residence - 4833 Rubio Ave. GF		48.8
Construction Site	-	48.8
Residences - Lauren Way GF		48.7
Construction Site	-	48.7

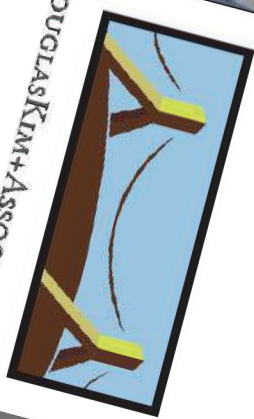


16610 Ventura Boulevard

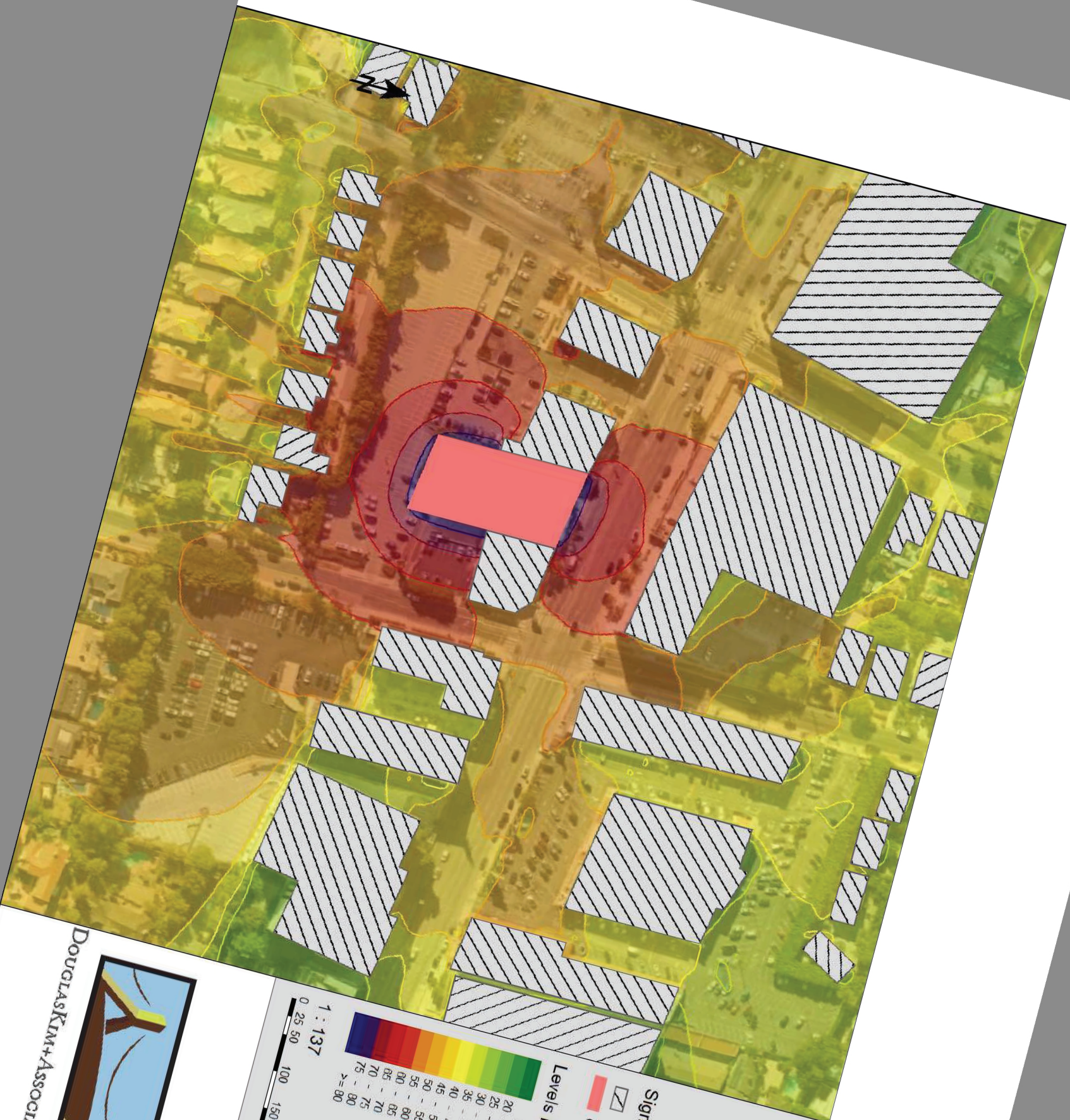
Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 137



DOUGLASKIM+ASSOCIATES, LLC

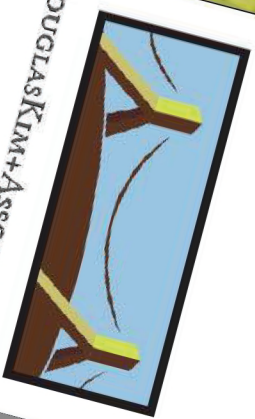
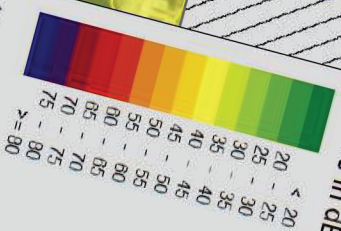


16610 Ventura Boulevard

Signs and symbols

- Building
- Construction Site

Levels in dB(A)



DOUGLASKIM+ASSOCIATES, LLC

Construction Noise Impacts



DOUGLAS KIM + ASSOCIATES

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Medical Center - 16550 Ventura Bl.	66.7	58.0	67.2	0.5	No
Residences - 4833 Rubio Ave.	60.8	48.8	61.1	0.3	No
Residences - Lauren Way	56.6	48.7	57.3	0.7	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	35	45	1.1%
Grading	8	0	343	351	8.4%
Trenching	3	0	3	3	0.1%
Building Construction	47	39	86	86	2.1%
Architectural Coatings	9	0	9	9	0.2%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are an even split of medium- and heavy-duty truck trips.

4,177 Traffic Volumes on Ventura Boulevard at Hayvenhurst Avenue in the peak A.M. hour



DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Douglas Kim + Associates, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010, General Building Formula</i>
General Building	8,611	12	1,263	1,000	631	10	253	<i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010, Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Construction)	12,000	0.5	222	2,400	267	10	44	
TOTAL			1,485		898		297	



DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South

Hayvenhurst Ave

East/West

Ventura Blvd

Day: Wednesday Date: 10/25/2017 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: Yes District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	34	86	99	109
BIKES	0	0	0	0
BUSES	0	8	70	73
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	110 8.15	377 7.45	562 7.00	247 9.45
PM PK 15 MIN	203 4.15	190 3.30	386 5.45	578 5.15
AM PK HOUR	386 7.45	1475 7.15	2010 7.00	837 9.00
PM PK HOUR	745 4.15	697 3.00	1411 3.15	2238 4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	170	44	306
8-9	117	205	61	383
9-10	118	183	60	361
3-4	213	392	78	683
4-5	214	443	72	729
5-6	241	433	66	740
TOTAL	995	1826	381	3202

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	887	445	110	1442
8-9	917	392	100	1409
9-10	822	468	125	1415
3-4	244	178	275	697
4-5	206	162	251	619
5-6	221	143	269	633
TOTAL	3297	1788	1130	6215

TOTAL

N-S
1748
1792
1776
1380
1348
1373
9417

XING S/L

Ped	Sch
17	0
47	0
53	0
58	0
57	0
49	0
281	0

XING N/L

Ped	Sch
38	0
60	0
87	0
101	0
69	0
33	0
388	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	1818	96	2010
8-9	105	1626	112	1843
9-10	134	1162	129	1425
3-4	213	1002	125	1340
4-5	213	1042	103	1358
5-6	211	1067	125	1403
TOTAL	972	7717	690	9379

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	427	121	599
8-9	44	463	112	619
9-10	57	616	164	837
3-4	52	1319	566	1937
4-5	50	1395	689	2134
5-6	44	1481	700	2225
TOTAL	298	5701	2352	8351

TOTAL

E-W
2609
2462
2262
3277
3492
3628
17730

XING W/L

Ped	Sch
9	0
45	0
48	0
72	0
53	0
38	0
265	0

XING E/L

Ped	Sch
0	0
0	0
2	0
1	0
0	0
0	0
3	0

TRAFFIC VOLUME ADJUSTMENTS

North/South Hayvenhurst Avenue
 East/West Ventura Boulevard
 Year 2017
 Hour 8:00-9:00 A.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf



	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	383	1409	1843	619		1.07%

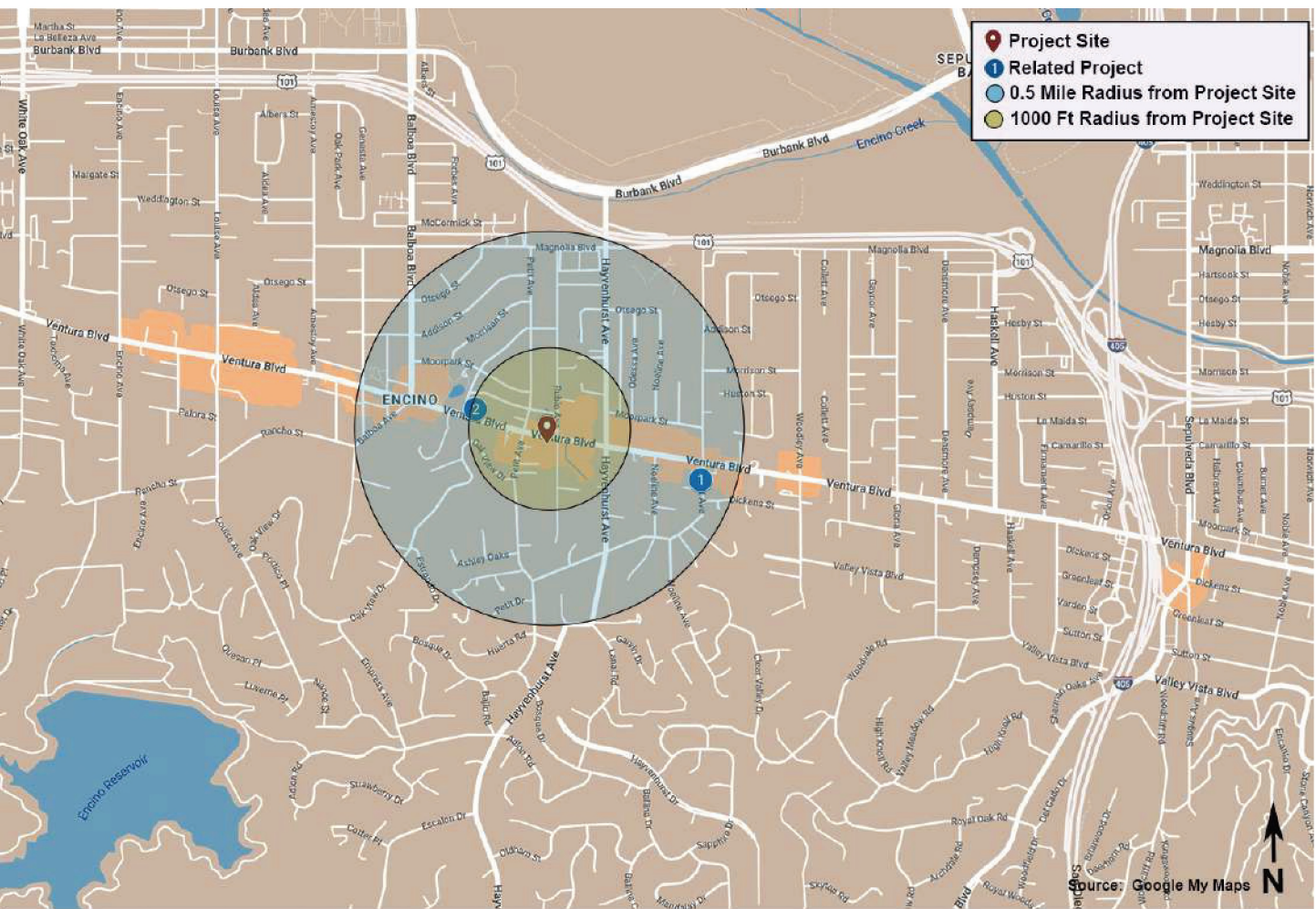
2017	383	1,409	3,277	619	5,688
2018	387	1,423	3,310	625	5,745
2019	391	1,437	3,343	631	5,802
2020	395	1,452	3,376	638	5,860
2021	399	1,466	3,410	644	5,919
2022	403	1,481	3,444	651	5,978
2023	407	1,496	3,479	657	6,038
2024	411	1,511	3,513	664	6,098

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	332	1,221	2,841	537	6,048,810	82.5%
MDT	52	190	441	83	940,092	12.8%
HDT	1	5	12	2	25,348	0.3%
Buses	1	2	4	1	9,386	0.1%
MCY	9	34	79	15	167,287	2.3%
Aux	8	29	67	13	142,856	1.9%
Total	403	1,481	3,444	651	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS





DOUGLASKIM+ASSOCIATES,LLC

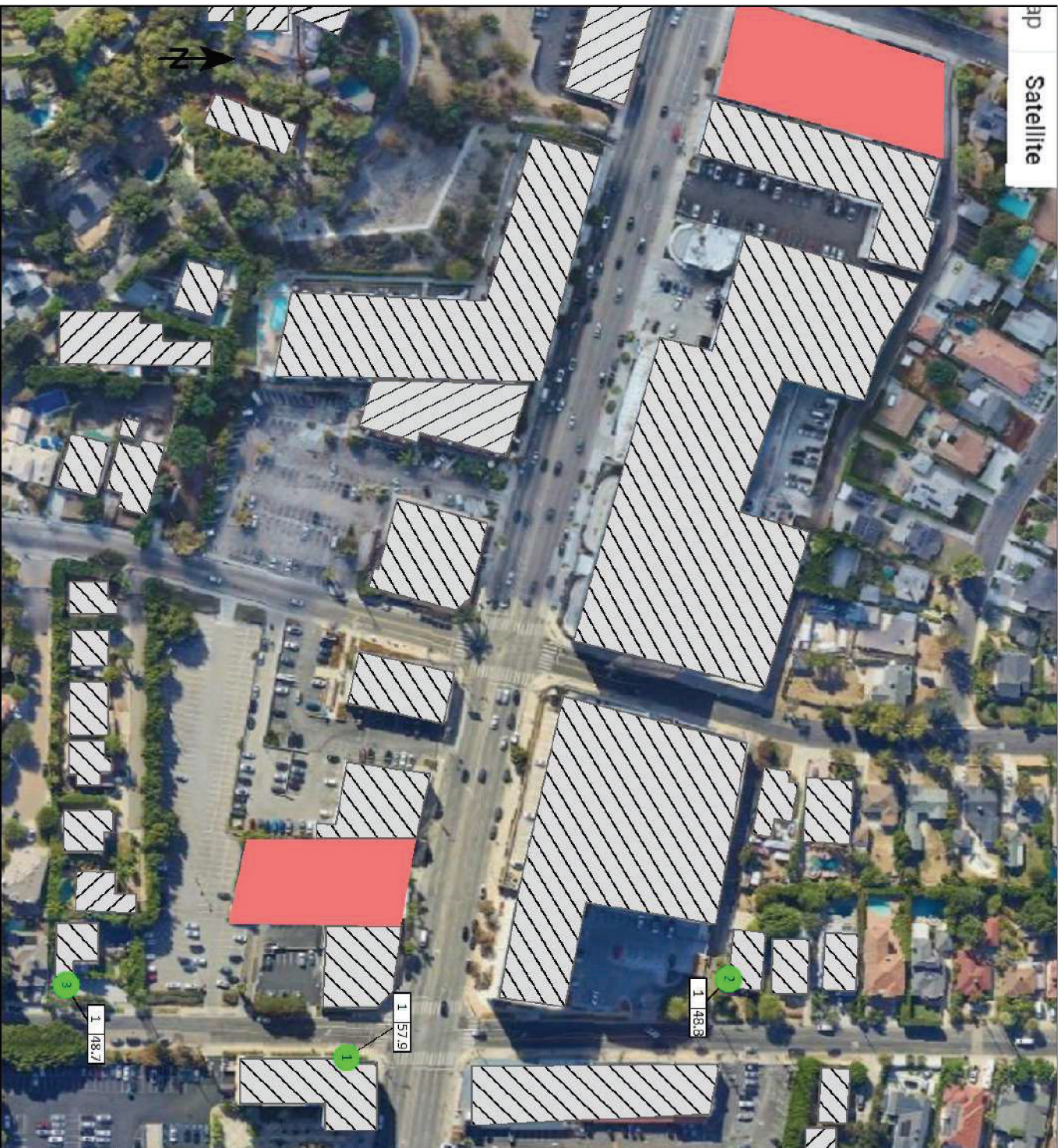
CUMULATIVE CONSTRUCTION NOISE IMPACTS

Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X	Y						
1	Medical Center - 16550 Ventura Bl.	11362240.8	3780640.42	West	GF	230.84	-	57.9	-
2	Residence - 4833 Rubio Ave.	11362212.1	3780779.71	South	GF	229.37	-	48.8	-
3	Residences - Lauren Way	11362214.3	3780538.32	East	GF	233.46	-	48.7	-

Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Medical Center - 16550 Ventura Bl. GF		57.9
Construction Site	-	57.9
Related Proejct - 16747 Ventura Bl.	-	35.3
Residence - 4833 Rubio Ave. GF		48.8
Construction Site	-	48.7
Related Proejct - 16747 Ventura Bl.	-	31.4
Residences - Lauren Way GF		48.7
Construction Site	-	48.7
Related Proejct - 16747 Ventura Bl.	-	23.5



16610 Ventura Boulevard

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 153
 0 30 60 120 180 240 feet



DOUGLAS KIM + ASSOCIATES, LLC

Map Satellite

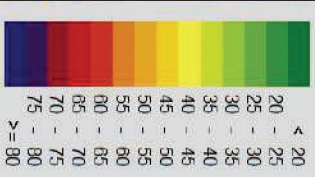


16610 Ventura Boulevard

Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



1 : 153

0 30 60 120 180 240 feet



DOUGLASKIM+ASSOCIATES, LLC

Cumulative Construction Noise Impacts



DOUGLAS KIM + ASSOCIATES, LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Medical Center - 16550 Ventura Bl.	66.7	57.9	67.2	0.5	No
Residences - 4833 Rubio Ave.	60.8	48.8	61.1	0.3	No
Residences - Lauren Way	56.6	48.7	57.3	0.7	No

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

16610 W. Ventura Blvd
LADOT Case No. VEN 23-114996
Project ID No. 55311

Date: April 22, 2025

To: Adrineh Melkonian, City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **VENTURA-CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN ASSESSMENT FOR
THE PROPOSED MIXED-USE PROJECT LOCATED AT 16610 WEST VENTURA
BOULEVARD**

According to the Ventura-Cahuenga Boulevard Corridor Specific Plan, Ordinance Number 174,052 (Specific Plan), the Los Angeles Department of Transportation (LADOT) has completed its assessment of the proposed mixed-use project located at 16610 West Ventura Boulevard in the Encino Community.

DISCUSSION AND FINDINGS

The proposed project will demolish an existing 6,584 square-foot restaurant and 2,027 square-foot retail building and construct a 3,400-square-foot retail and 47,410 square-foot residential building. It will result in a net decrease of 464 daily vehicle trips. The trip generation estimates are based on the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator 1.5 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings. A copy of the VMT calculator-screening pages is provided in **Attachment A**.

It was determined that the project does not exceed the net 250 daily vehicle trips threshold and would not generate additional trips once constructed. It would not impact the area's surrounding roadways, intersections, or pedestrian and bicycle facilities. However, this project falls within the area governed by the Ventura-Cahuenga Boulevard Corridor Specific Plan; therefore, this development must abide by its requirements below under Project Requirements.

PROJECT REQUIREMENTS

A. Highway Dedication and Improvements

According to Section 10 of the Specific Plan, the applicant shall make certain street and highway dedications and improvements to the satisfaction of LADOT and the Department

of Public Works, Bureau of Engineering. The dedications and improvements, as indicated below, are required for this project.

Ventura Boulevard is designated as a Boulevard II in the Street and Highways Element of the City's Mobility Plan. The south side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40-foot half roadway and a 10-foot sidewalk. The standard cross-section for a Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway and a 15-foot sidewalk. The applicant shall dedicate 5 feet of land to complete the 55-foot half right-of-way along the entire project frontage on Ventura Boulevard.

Rubio Avenue is a Local Street in the Street and Highways Element of the City's Mobility Plan. The west side of Rubio Avenue currently consists of a 30-foot half-right-of-way with an 18-foot half roadway and a 12-foot sidewalk. The standard cross-section for a Local Street is a 30-foot half right-of-way with an 18-foot half roadway and a 12-foot sidewalk.

Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works, to determine other requirements. Any street dedication shall be completed through the Department of Public Works, Bureau of Engineering, and Land Development Group before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced soon.

B. Project Impact Assessment (PIA) Fee

According to Section 11 of the Specific Plan, the applicant shall pay or guarantee to pay a PIA fee to DOT before the issuance of any building permit. The gross PIA fee for this project is calculated below and can be paid either as a single payment or through a deferred payment plan. The gross PIA fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for at least one year between November 9, 1985, and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

Proposed Project: Land Use (PIA Fee in Encino)

Retail Floor Area	3,400 square feet
PIA Fee Rate (Category C)	\$9.14 per square foot of floor area
Project PIA Fee	$3,400 \times \$9.14 = \$31,076$
Residential Floor Area	47,410 square feet
PIA Fee Rate (Category A)	\$2.68 per square foot of floor area
Project PIA Fee	$47,410 \times \$2.68 = \$127,059$
Total PIA Fee	$\\$31,076 + \\$127,059 = \\$158,135$

Existing Use Credit

Restaurant Floor Area	6,584 square feet
PIA Fee Rate (Category D)	\$10.32 per square foot of floor area
	6,584 x \$10.32=\$67,947
Retail Floor Area	2,027 square feet
PIA Fee Rate (Category C)	\$9.14 per square foot of floor area
Project PIA Fee	2,027 x \$9.14 = \$18,527
Total Existing PIA Fee Credit	\$67,947 + \$18,527=\$86,474
Total PIA Fee	\$158,135-\$86,474=\$71,661

C. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final LADOT approval shall be obtained before the issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to LADOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any questions, please contact Albert Isagulian of my staff at (818) 374-4691.

Attachments

C: 16610VenturaBlvd2025.wpd

C: Ricky Angel, Council District 3
 Silva Abramian, LADOT West Valley District
 Sue Chen, LADOT Accounting
 Ali Nahass, BOE Valley District
 Quyen Phan, BOE Land Development Group
 GA Engineering Inc.

Attachment A

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

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

Project Information

Project:

Scenario:

Address:

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

☒ Yes
 ☐ No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	6,584	kcf
Retail General Retail	2,027	kcf
Retail High-Turnover Sit-Down Restaurant	6,584	kcf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	45	DU
Housing Multi-Family	46	DU
Retail General Retail	3.4	kcf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
827 Daily Vehicle Trips	363 Daily Vehicle Trips
7,187 Daily VMT	3,230 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips -464
Net Daily Trips

The net increase in daily VMT ≤ 0 -3,957
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 3,483
kcf

The proposed project is not required to perform VMT analysis.



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

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

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

GENERAL INFORMATION

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

SPECIAL REQUIREMENTS

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

- ☐ Copy of Department of City Planning Application ([CP-7771.1](#)).
- ☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- ☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- ☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see [this map](#) for geographical reference):

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: 16610-16618 W VENTURA BLVD., LOS ANGELES, CA 91436

Project Description: NEW MIXED COMMERCIAL RESIDENTIAL BUILDING 45 UNITS 6 STORIES, 2 basemnt

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

Applicant Name: GA ENGINEERING INC

Applicant E-mail: GAPLANNINGCASE@GMAIL.COM Applicant Phone: (818) 758-0018

Planning Staff Initials: AM Date: 02/23/24

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹	45 UNITS	800	233
	COMMERCIAL RETAIL	3400	126
	Total trips ¹ :		

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

b. Would the proposed project generate 250 or more daily vehicle trips²? **Yes** ☒ **No** ☐

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? **Yes** ☐ **No** ☒

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

Verified by: Planning Staff Name: Adrineh Melkonian Phone: 213 978 1301

Signature: *Adrineh Melkonian* Date: 02/23/24

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

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

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

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed	General Retail	3400 sf	
	Multi-fam residential	47,410 sf	
	<i>Total new trips:</i>		359
Existing	Restaurant	6584 sf	
	General Retail	2027 sf	
	<i>Total existing trips:</i>		607
	<i>Net Increase / Decrease (+ or -)</i>		-248

- a. Is the project a single retail use that is less than 50,000 square feet? Yes ☐ No ☒
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes ☐ No ☒
- c. Would the project generate a net increase of 500 or more daily vehicle trips? Yes ☐ No ☒
- d. Would the project result in a net increase in daily VMT? Yes ☐ No ☒
- e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes ☐ No ☒
- f. Does the project trigger Site Plan Review (LAMC 16.05)? Yes ☒ No ☐
- g. Project size:
- i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes ☐ No ☒
- ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☒
- iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☒

VTM Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.

If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT Comments:

No Analysis Required.

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

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

Fee Calculation Estimate: \$66,462.89

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

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

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

Prepared by DOT Staff Name: Brandon Wilson Phone: (818) 374-4691

Signature: Brandon Wilson Date: 04/12/23

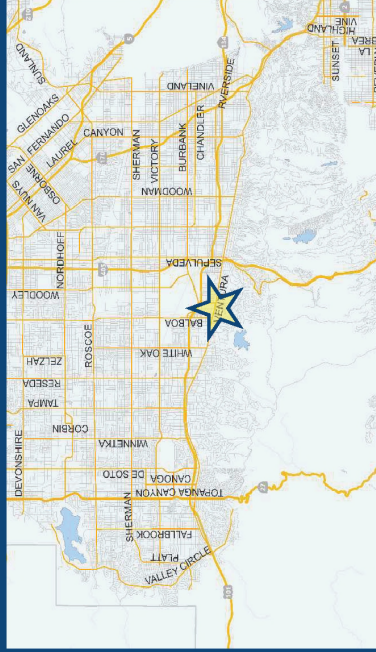
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 16610-16618 W VENTURA BLVD
Scenario: [WWW](#)
Address: 16610 W VENTURA BLVD, 91436



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	0.896	ksf
Retail General Retail	1.131	ksf
Retail Quality Restaurant	6.584	ksf
Retail General Retail	0.896	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail General Retail	3.4	ksf
Housing Multi-Family	37	DU
Retail General Retail	3.4	ksf
Housing Affordable Housing - Family	8	DU

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

Project Screening Summary

Existing Land Use	Proposed
607 Daily Vehicle Trips	359 Daily Vehicle Trips
5,279 Daily VMT	3,195 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-248 Net Daily Trips
The net increase in daily VMT ≤ 0	-2,084 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3,400 ksf

The proposed project is not required to perform VMT analysis.