CALL AND NOTICE OF SPECIAL MEETING

CITY OF HUNTINGTON PARK
Planning Commission

CALLED BY CHAIR JONATHAN SANABRIA

NOTICE IS HEREBY GIVEN That a Special Meeting of the City of Huntington Park Planning Commission will be held on Wednesday, April 28, 2021, at 6:00 p.m. at City Hall Council Chambers, 6550 Miles Avenue, Huntington Park, CA 90255

SPECIAL NOTICE REGARDING COVID-19

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of COVID-19 and subsequently on March 12, 2020, issued Executive Order N-25-20, which allows Planning Commission Members to attend Planning Commission meetings telephonically. Please be advised that some, or all, of the City of Huntington Park Planning Commission Members and staff may attend this meeting telephonically.

Given the health risks associated with COVID-19, the City is encouraging members of the public to submit their comments and questions in writing, for Planning Commission considerations, by sending them to the Secretary of the Planning Commission at planning@hpca.gov. All comments and questions will be read during the meeting.

If you wish to attend the Planning Commission meeting in person, the City's Conference Room on the 2nd floor of City Hall will be open and available for the public to observe and offer public comment telephonically. We ask that members of the public in attendance use social distancing practices. Please contact the Secretary of the Planning Commission at (562) 584-6210, for any questions.

AGENDA

Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the City Clerk's Office either in person at 6550 Miles Avenue, Huntington Park, California or by telephone at (323) 584-6230. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

NOTE: Any person who has a question concerning any agenda item may contact the Community Development Department at (323) 584-6210. Materials related to an item on this agenda are available for inspection in the office of the Community Development Department at 6550 Miles Avenue, Huntington Park, California during the hours of 7:00 a.m. to 5:30 p.m., Monday through Thursday.

Assembly Bill No. 2674 amended several provisions of the Ralph M. Brown Act (Section 54950 et seq. of the Government Code) effective January 1, 1987. This bill prohibits the legislative body from taking any action on any item, which did not appear on the agenda, which was posted 24 hours prior to the Planning Commission meeting. If action is necessary on subject matter, which the public presents, the matter should be presented in writing to the Planning Division for placement on the agenda by Thursday noon prior to the next Planning Commission meeting.

CALL TO ORDER

ROLL CALL

Chair Jonathan Sanabria
Commissioner Angelica Montes
Commissioner Eduardo Carvajal
Commissioner Erika Nuno
Commissioner Ricardo Barba-Ochoa

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

For both open and closed session each speaker will be limited to three minutes per Huntington Park Municipal Code Section 2-1.207. Time limits may not be shared with other speakers and may not accumulate from one period of public comment to another or from one meeting to another. ***This is the only opportunity for public input except for scheduled public hearing items****.*

CONSENT ITEMS

All matters listed under the Consent Calendar are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items prior to the time the Commission votes on the motion unless members of the Commission, staff, or the public request specific items to be discussed and/or removed from the Consent Calendar for separate action

REGULAR AGENDA

1. PLANNING COMMISSION CASE NO. 2020-07 DP/CUP/LLA (DEVELOPMENT PERMIT/CONDITIONAL USE PERMIT/LOT LINE ADJUSTMENT

A REQUEST FOR A DEVELOPMENT PERMIT AND CONDITIONAL USE PERMIT TO ALLOW DEVELOPMENT OF A THREE-STORY, 260,106-SQUARE FOOT SELF-STORAGE FACILITY WITH A LOT LINE ADJUSTMENT TO ACCOMMODATE A FUTURE RETAIL PAD, AND THE ADOPTION OF AN ASSOCIATED CLASS 32 CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)TOGETHER ON 3.51 ACRES LOCATED AT 1920 RANDOLPH STREET, WITHIN THE MANUFACTURING PLANNED DEVELOPMENT (MPD) ZONE.

RECOMMENDATION OF ITEM UNDER CONSIDERATION:

1. Certify the Project is Categorically Exempt from the requirements of the California Environmental Quality Act, per CEQA Guidelines Section 15332; and

2. Certify Planning Commission Resolution No. **2020-07,** approving **Development Permit/Conditional Use Permit/Lot Line Adjustment Case No. 2020-07**, subject to the following proposed conditions of approval and/or other conditions the Planning Commission may wish to approve; and,

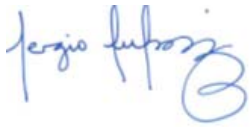
STAFF COMMENTS

PLANNING COMMISSION COMMENTS

ADJOURNMENT

The City of Huntington Park Planning Commission will adjourn to a regular meeting on Wednesday, May 19, 2021 at 6:30 p.m.

I, Sergio Infanzon, hereby certify under penalty of perjury under the laws of the State of California that the foregoing notice and agenda was posted at City of Huntington Park's City Hall and made available at www.hpca.gov on the 22nd of April 2021.



Sergio Infanzon

CITY OF HUNTINGTON PARK

SPECIAL PLANNING COMMISSION AGENDA REPORT

DATE: **April 28, 2021**

TO: **CHAIRPERSON AND MEMBERS OF THE PLANNING COMMISSION**

ATTENTION: **SERGION INFANZON**
DIRECTOR OF COMMUNITY DEVELOPMENT

FROM: **ALBERT ARMIJO, CONTRACT PLANNER**

SUBJECT: **PLANNING COMMISSION CASE NO. 2020-07 DP/CUP/LLA (DEVELOPMENT PERMIT/CONDITIONAL USE PERMIT/LOT LINE ADJUSTMENT**

REQUEST: **A REQUEST FOR A DEVELOPMENT PERMIT AND CONDITIONAL USE PERMIT TO ALLOW DEVELOPMENT OF A THREE-STORY, 260,106-SQUARE FOOT SELF-STORAGE FACILITY WITH A LOT LINE ADJUSTMENT TO ACCOMMODATE A FUTURE RETAIL PAD, AND THE ADOPTION OF AN ASSOCIATED CLASS 32 CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)TOGETHER ON 3.51 ACRES LOCATED AT 1920 RANDOLPH STREET, WITHIN THE MANUFACTURING PLANNED DEVELOPMENT (MPD) ZONE.**

PROJECT DESCRIPTION: North Palisade Partners, LLC filed an application for a Development Permit, Conditional Use Permit, and Lot Line Adjustment/Lot Merger. The application would allow development of a three-story 260,106 square foot self-storage facility with 835 square foot leasing office, 15 parking spaces, 3 loading spaces, and creation of an adjacent 0.46-acre retail pad that would accommodate a future 4,500-6,000 square foot retail use with parking lot on an irregularly shaped portion of the Project site. The initial Lot Line Adjustment applies to relocating a Lot Line to create the 0.46-acre retail lot/pad. A second Lot Line Adjustment will consolidate three of the existing four lots on the Project site into one comprehensive lot to accommodate the self-

storage component of the Project. A Demolition Permit will be required to allow removal of structures on the self-storage component of the Project site.

APPLICANT:	**NORTH PALISADE PARTNERS, LLC** **1011 5TH Street, Suite 4** **Santa Monica, CA 90403**
PROPERTY OWNER:	**North Palisade Partners LLC** **1011 5TH Street, Suite 4** **Santa Monica, CA 90403**
PROJECT LOCATION:	1920 Randolph Street
ASSESSOR'S PARCEL NUMBERS:	6009-031-002, 003, 006, and 6009-034-005
SITE SIZE:	3.51 acres
CURRENT USE:	Industrial and Accessory uses
GENERAL PLAN:	Manufacturing
ZONING:	Manufactured Planned Development (MPD)
SURROUNDING LAND USES:	To the north – Randolph Street and a rail line and industrial businesses beyond (including Diamond Environmental Services); To the south by industrial facilities (including Labeltex Mills); To the east by Alameda Street and a small strip of land used to store automobiles for a nearby auto dealer and manufacturing facilities and a regional park beyond; To the west by Wilmington Avenue and a series of small industrial buildings beyond
MUNICIPAL CODE APPLICABILITY OF CONDITIONAL USE PERMIT:	In accordance with Chapter 4, Article 2, Section 9-4.202, self-storage facilities are allowable in the Manufacturing Planned Development Zoning District subject to approval of a Conditional Use Permit.

REQUIRED FINDINGS FOR A CONDITIONAL USE PERMIT:

Following a public hearing, the Planning Commission shall record its decision in writing and shall recite the Findings upon which the decision is based. The Planning Commission may approve and/or modify a Conditional Use Permit application in whole or in part, with or without conditions, only if all the following Findings are made:

1. The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code.
2. The proposed use is consistent with the General Plan.

3. The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines.

4. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City.

5. The subject site is physically suitable for the type and density/intensity of use being proposed.

6. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

MUNICIPAL CODE REQUIREMENTS FOR A DEVELOPMENT PERMIT:

Pursuant to the City of Huntington Park Municipal Code (HPMC) Section 9-2.1003, approval of a Development Permit shall be required for a new structure or use listed as subject to a "Development Permit" in the applicable zoning district.

REQUIRED FINDINGS FOR A DEVELOPMENT PERMIT:

Pursuant to HMPC Section 9-2.1007, a Development Permit may be approved only if all of the following findings are made.

1. The proposed development is one permitted within the subject zoning district and complies with all of the applicable provisions of this Code, including prescribed development/site standards.

2. The proposed development is consistent with the General Plan.

3. The proposed development would be harmonious and compatible with existing and planned future developments within the zoning district and general area, as well as with the land uses presently on the subject property.

4. The approval of the Development Permit for the proposed project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines.

5. The subject site is physically suitable for the type and density/intensity of use being proposed.

6. There are adequate provisions for public access, water, sanitation and public utilities and services to ensure that the proposed development would not be detrimental to public health, safety and general welfare.

7. The design, location, size and operating characteristics of the proposed development would not be detrimental to the public health, safety, or welfare of the City.

ENVIRONMENAL REVIEW:

Staff determined the Project is Categorically Exempt from CEQA analysis requirements, according to Class 32 – Infill-Development Projects. This is discussed in greater detail below. A Notice of Exemption has been filed with the Governor's Office of Planning and Research – State Clearinghouse.

BACKGROUND:

The 3.51-acre Project (Assessor's Parcel Numbers 6009-031-002, 003, 005, 006, and 6009-034-005) site currently contains four primary industrial buildings and accessory structures that are in deteriorated conditions and that occupy 50,626 square feet, and a related paved area. The existing structures will be demolished and removed from the Project site. The northernmost building most recently used by Diesel Dynamics for diesel engine repair, but generally is vacant. The westernmost part of northernmost building is occupied by a tenant storing miscellaneous retail items for sale and distribution. The center building occupied by Maca Wood is used for various carpentry applications. Behind Maca in the rear parking lot is a firm that repairs trailers and truck beds. The southernmost building is occupied by U Cut, a firm involved in fabric cutting and sales. Several trailers that serve as temporary offices and storage are located in this area. There also is outdoor storage. The Project site currently is being used for truck repair, carpentry and fabric cutting and sewing.

There is a historical environmental issue at the Project site. Project site has been subject to previous investigations related to a former occupant (McKay Chemical Company, which eventually became Blue Coral and ultimately Shell) and its hazardous waste practices. McKay Chemical Company and Blue Coral generated and stored hazardous substances and obtained a Resource Conservation and Recovery Act Part B permit to allow certain waste management practices to occur on the property. Department of Toxic Substances Control, through permit requirements, is undertaking remedial action, which would require the responsible party (Shell) to potentially include a vapor mitigation system (e.g., vapor barrier) and vapor extraction system.

The Project site was undeveloped land in the early 1920s and has been developed for a variety of industrial uses since the early 1940s. The current buildings on the Project site were constructed in the 1940s and 1950s. Historical uses on the Project have included, but were not limited to: foundry; machining; manufacturing; chemical blending and production; mattress production; oil and grease sales; cabinetry; and, woodwork. Chemicals were used and stored on the Project site as part of the historic uses at a time when environmental regulations were lax. Seventeen (17) Underground Storage Tanks were removed from the Project site under the oversight of the Regional Water Quality Control Board in 1995. The

investigation led to excavation and removal of impacted soil and installation of a soil vapor extraction system. The Regional Water Quality Control Board granted a No Further Action (NFA) determination in 1998 upon completion of remediation activities. The Department of Toxic Substances Control has required Corrective Action at the Project site in response to the Resource Conservation and Recovery Act Permit. This has led to subsequent rounds of subsurface investigation including soil, soil gas, and groundwater. Shell Oil is the responsible party for the Corrective Action process though Shell Oil is not responsible for chemical releases with which they were not associated. The Department of Toxic Substances Control has indicated the Project Site has been adequately characterized in soil for its remedial purposes and that remedial action very likely will be required and could consist of Soil Vapor Extraction. Additional groundwater investigation and monitoring is likely. Given extensive impacts and location, it is anticipated the closure will meet industrial thresholds and standards that will require a Land Use Covenant be recorded on Title limiting the future uses on the Project site to commercial and industrial uses with additional prohibitions against use of water or disturbance of the Project site without Department of Toxic Substances Control approval. Future redevelopment of the Project site likely will entail creation and implementation of a Soil Management Plan (SMP). Future redevelopment also will require vapor mitigation systems until such time that Shell Oil completes its future remedial action. An Operations and Maintenance Plan and 30-year demonstration of Financial Assurance to implement the Operations and Maintenance Plan are typical Department of Toxic Substances Control requirements. There is a moderate-to-high likelihood that asbestos is present in building materials on the Project site due to the age of the buildings.

The Project Applicant/Developer has had numerous discussions with the Department of Toxic Substances Control regarding remedial action for the Project site. A requirement that the Applicant/Developer shall secure approval from the Department of Toxic Substances Control for remedial action has been incorporated into the Condition of Approval.

DISCUSSION: **Self-Storage Component**

The self-storage component of the Project is located on 3.01 acres at the southeast corner of the Randolph

Street/Wilmington Avenue intersection. The three-story, 260,106 square foot self-storage component is comprised of two connected buildings that together include 3,114 storage units that range in area from 20 square foot lockers to 300 square foot storage units, and an 835 square foot leasing office that in total will cover 65.2 percent for the Project site. Building "A," which includes the office, occupies 107,613 square feet; Building "B" occupies 152,493 square feet. Each building contains two (2) elevators and stairways.

The Randolph Self-Storage facility will be managed by Extra Space Storage Inc., headquartered in Salt Lake City, Utah, a self-administered and self-managed REIT and member of the S&P 500. As of December 31, 2020, Extra Space Storage Inc. owned and/or operated 1,906 self-storage stores in 39 states, Washington, D.C. and Puerto Rico that comprised approximately 1.1 million units and approximately 122 million square feet of rentable space. The Randolph Self-Storage facility will employ 3-4 people (1-2 managers; 1-2 leasing agents) on-site. Office hours will be from 9:00 a.m. to 6 p.m., Monday through Saturday. Client access hours will be from 6:00 a.m. to 10 p.m., daily. Entry and exit gates will remain closed during office hours but be accessible to customers via an entry gate. No security personnel are planned for the facility. Staff has included a Condition of Approval requiring the Applicant/Operator provide a Security Plan to the Director of Community Development for approval prior to issuance of a Certificate of Occupancy.

Additional improvements that will be part of Project development and operation include landscaping along the perimeter of the self-storage component, new paving, trash enclosures, right-of-way improvements (sidewalks curb and gutter) adjacent to Randolph Street and Wilmington Avenue, and on-site public art (the media, design, and location to be determined). The Self-Storage component will include two twenty-eight-foot-wide ingress/egress points (one along Randolph Street; one along Wilmington Avenue).

Floor Area Ratio

The allowable floor area ratio (FAR) within the MPD zone is 2:1, which allows two square feet of gross floor area for each one square foot of lot area. The proposed three-story self-storage facility will have an FAR of 1:96, as shown in the table below, and thereby be in compliance with the allowable FAR.

FLOOR AREA RATIO 2:1			
Lot Size (square feet)	Allowable Floor Area Ratio	Allowable Gross Floor Area	Proposed Floor Area Ratio
133,206	2 Square Feet of Gross Floor Area for each One Square Foot of Lot Area	2 x 133,026 = 266,052 Square Feet	260,106 Square Feet < 266,052 Square Feet

Building Height and Setbacks

The self-storage building will extend to a height of 44 feet. The City Municipal Code does not specify a maximum building height in the MPD zoning district.

Self-storage building setbacks are as follows.

Setback	Required	Proposed
Front	5	7'5" – 26 '
Side	0	2'-61.6'
Rear	0	35'

Building Elevations

The Project Plans include Building Elevations for the self-storage structure utilizing a variety of materials and colors. The self-storage building elevations depict a Modern Industrial architectural design. Structural elevations along the northeast corner of the building are articulated. The overall building is depicted (reference ***Attachment B***) with grey stucco and metal treatments. The metal treatments are painted with white accents. The northeast corner of the facility is articulated above the overall structure and contains green

accent paint. The use of glazing at and above the leasing office enhances the aesthetics of the self-storage structure.

Lighting

Lighting is proposed along the building perimeter. Lighting fixtures will be decorative and complimentary to the building architecture and color. Staff has included a Condition of Approval that will ensure proper lighting that meets photometric/foot-candle requirements is proposed and that no light spills onto adjacent properties or to the Randolph Street and Wilmington Avenue rights-of-way.

Fencing

Project development will include fencing as follows:

- A six-foot tall CMU Block Wall along the Randolph Street and Wilmington Avenue perimeters that will match the building composition and be Silver in color;
- A six-foot tall CMU Block Wall along the non-street facing property lines that will be Natural Gray in color; and,
- Six-foot tall wrought iron with Black Premium Polyester powder coat for the vehicular gates/fencing and main gates.

Access

Vehicular access to the Project self-storage component will be via a driveway from Randolph Street and the driveway at Wilmington Avenue will serve as egress only as well as support emergency access.

Parking

The Huntington Park Municipal Code Section 9-3.804 requires the following parking for a self-storage facility: five spaces adjacent to the office/manager's unit and a nine-foot-wide loading/parking aisle within any driveway adjacent to structure walls that contain storage access doors in addition to the required aisle width for circulation and Fire Department access. In addition, two spaces are required adjacent to all ground level entrances in multi-story facilities. Although the City Municipal Code would require nine (9) parking spaces, the Site Plan depicts fifteen (15) parking spaces (13 standard

size; 1 handicap; 1 ev/van/carpool space), exceeding the City requirement by six (6) spaces. In addition, Section 9-3.703 of the Huntington Park Municipal Code requires industrial/manufacturing uses with 25,001 or more square feet of gross floor area provide three loading spaces. The Project provides the required three (3) loading spaces (10'x25'). All parking spaces are located at various locations along the east side of the self-storage building. Six spaces are located on the property but outside the security gate; nine spaces are within the secured area. Parking calculations are summarized in the following table.

OFF-STREET PARKING REQUIREMENT		
Parking Standards	**Required**	**Provided**
Five spaces adjacent to the office/manager's unit	1 manager unit/office proposed = 5 spaces	5 spaces
Two spaces adjacent to all ground level entrances in multi-story facilities	2 entrances = 4 spaces	10 spaces
TOTAL		15 spaces (surplus = 6 spaces)

Project Phases

Following are the anticipated Project self-storage component development phases and phase durations that indicate an overall 16-month development schedule.

- Demolition of existing structures – 1 month
- Site preparation – 2 weeks
- Grading – 2 weeks
- Self-Storage building construction – 11 months
- Paving – 1 month
- Architectural Coating – 2 months

Landscaping

The Project site currently has no landscaping other than weedy species and a few unmaintained trees. Proposed landscaping on the self-storage portion of the Project site will occupy a total 7,120 square feet (5.4 percent of the Self-Storage component) along its perimeter. Landscape materials are drought-tolerant and include trees, shrubs, plants and turf. In compliance with City of Huntington Park requirements, the Applicant will plant a minimum of 14 trees along the Randolph Street and Wilmington Avenue perimeters of the Project site, together with shrubs. Shrubbery will be planted along the west building elevation adjacent to Wilmington Avenue. Wilmington Avenue also will include climbing vines to deter graffiti. An automatic irrigation system will water the landscaping. Staff has included a Condition of Approval that would require a Maintenance Plan for the proposed landscaping. The Conceptual Landscape Plan is provided in ***Attachment B*** (Project Plans) to this Staff Report.

Public Art

The City of Huntington Park requires projects of the size such as the Randolph Self-Storage Facility to pay a fee equal to 1% of the Project valuation into a fund earmarked to provide public art within the City or to provide public art on the Project site. The Project Applicant has chosen to provide public art on the Project site. Staff has included a Condition of Approval that requires the public art value to equate to a minimum 1% of the Project valuation and to submit design for the public art to the City for Planning Commission approval prior to issuance of a Building Permit. The Public Art will be required to be installed prior to issuance of a Certificate of Occupancy. Maintenance of the public art will be the responsibility of the Project Applicant/Developer/Tenant.

Retail Component

The retail component of the Project is located on 0.46 acre at the southwest corner of the Randolph Street/South Alameda Street intersection, immediately adjacent to the east of the self-storage portion of the Project site. The Project application does not include a precise development plan for the retail component. However, a future retail building likely will cover 4.500-6,000 square feet (20-30 percent) of the 0.46-acre

future retail component and extend to a height of approximately 20 feet (single-story). Future access to the commercial component will be from Randolph Street at a point separate from the Randolph Street driveway to the self-storage component. Egress will be available to Alameda Street.

Staff Comments

The Planning Department, Building and Safety Department, Public Works Department, Los Angeles County Fire Department, and City of Huntington Park Police Department reviewed the Project plans. Staff has included Conditions of Approval in this Staff Report and in the Planning Commission Resolution. After a review of the application, Project plans, and the environmental documentation, Staff has the following comments.

- The Site design complies with General Development Standards identified in Title 9 (Zoning), Chapter 4 (Zoning Districts), Article 3 (Industrial/Manufacturing/Planned Development Zone), pertaining to building site coverage, building height, building setbacks, trash/recycling facilities, access/egress points, and parking.

    - The Project itself will provide <u>benefits</u> to the City, as follows.

    1. Project development will improve the visual appearance of the 3.51-acre property. As indicated in the photographs above, the buildings on the self-storage portion of the Project site are in a deteriorated condition. The existing buildings are either vacant or used for industrial, heavy manufacturing and warehousing. The buildings are surrounded by a chain link fence to prevent trespassing. Older and unsightly industrial uses and buildings border the Project site to the south and west. Transients frequent the area to the west of the Project site. One new three-story building, a new and relocated parking lot and vehicular access driveways, new interior and perimeter landscaping (which combined will occupy approximately 10.5% of the Project site), and security lighting would replace the existing deteriorated buildings and outdoor storage area. The attached Project plans include depiction of the self-storage building.

2. The self-storage and retail components of the Project will provide a financial benefit to the City in terms of increased sales tax revenue and property tax revenue.

3. The self-storage and retail components of the Project would provide Project-operation employment opportunities for City residents. In addition, there would be employment opportunities associated with Project construction and property maintenance.

4. Project development might serve to encourage other owners of property in the Project vicinity to construct improvements to their businesses and properties.

Environmental Determination

Staff determined the Project is Categorically Exempt from CEQA analysis requirements, according to Class 32 – Infill-Development Projects. To qualify for such a Categorical Exemption, Class 32 Projects must meet conditions described as follows.

a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designations 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 not 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.

Following are substantiating evidence of the applicability of a Categorical Exemption (Class 32) environmental finding for the Project.

a) The City of Huntington Park General Plan designates the Randolph Self-Storage Project site as Manufacturing. The

City Zoning Code designates the Project site as Manufacturing Planned Development (MPD). The MPD zone provides for a range of light industrial uses and supporting offices and services and permits uses that include light industrial, limited service and retail, commercial, offices, and community facilities. Maximum development intensity (floor-area ratio) is 2:1. The self-storage portion of the Project (with office space and associated improvements) is consistent with other warehouse, storage and distribution uses in the City and is consistent with the intent of the MPD district regulations. Project floor-area ratio would be approximately 1.96:1, thereby less than the permitted 2:1 ratio in the MPD zoning district.

Section 9-4.302 of the Huntington Park Zoning Ordinance lists self-storage as an allowed land use in the MPD zoning district. The Huntington Park Municipal Code (Table IV-8) designates “mini-storage facilities” as permitted within the MPD zoning district with approval of a Conditional Use Permit.

Project development and operation will not result in impacts to the following categories identified in CEQA Guidelines, Section 15332 – Infill Development Projects. The discretionary application includes a request for a Conditional Use Permit as well as a Development Permit and a Lot Line Adjustment. No Zoning Variances are requested. The Project, as indicated in the Project Description, has been designed in compliance with all City requirements. Therefore, the Project is consistent with all MPD zoning district requirements, as well as with the Manufacturing General Plan land use designation.

b) The entire Project site is located on four parcels within the boundaries of the City of Huntington Park. The 3.51-acre Project site area is well within the 5-acre threshold established in the CEQA Guidelines for a Class 32 Categorical Exemption. In addition, the Project site is surrounded by urbanized uses - - a truck weighing station and metro tracks to the north in the Randolph Street right-of-way; industrial and manufacturing uses to the south; the Alameda Corridor (freight rail line) to the east; and, industrial and manufacturing uses to the west in the County of Los Angeles corporate boundaries. Thereby,

the Project site represents an infill development within a wholly urbanized area.

c) The Project site is fully developed, is located in a highly urbanized part of Huntington Park, and is entirely surrounded by urban land uses. Thereby, vegetation on the Project site is limited to a small number of landscape shrubs and ruderal (weedy) plants. The few plans on the Project site form an extremely fragmented, non-cohesive plant community that would not support any candidate, sensitive, or special-status plant species. Based on specific habitat requirements, no significant biological resources can reasonably be expected to occur on the Project site.

d) Project development and Project operation would not result in any significant impacts related to traffic, noise, air quality, or water quality, as supported below.

Air Quality **–** Dudek conducted an Air Quality and Greenhouse Assessment for the Project (reference ***Attachment D***) indicates emissions generated during Project development (demolition; grading; construction) and Project operation would not exceed South Coast Air Quality Management District significance thresholds for regional and localized air emissions. Therefore, the Project would result in a less than significant impact related to air quality.

Noise **–** Dudek conducted a Noise Assessment for the Project (reference ***Attachment D***). The Noise Assessment concludes that neither Project development or Project operation would result in an increase in ambient noise levels in the Project vicinity and that Project-resultant noise impacts would be less than significant. Project-generated noise would include short-term development-generated noise from demolition, grading and construction activities, traffic noise along Randolph Street and Wilmington Avenue, and on-site mechanical noise from heating, ventilation, and air conditioning (HVAC) equipment within the self-storage building. The Noise Assessment indicated Project-generated noise level impacts to the Lillian School, approximately 325 feet north of the Project site, would be less than significant in that Project development will be temporary and controlled by the City Noise Ordinance. The Noise Assessment

concludes that "…with implementation of standard construction and design techniques and practices, the Project's short- and long-term noise and vibration impacts would be less than significant."

Traffic – Linscott Law & Greenspan Engineers prepared a Vehicle Miles Traveled (VMT) Screening Assessment for the Project (reference ***Attachment D***). The City Traffic Engineer reviewed and approved the Assessment in January 2021. The City of Huntington Park has not formally adopted VMT methodology, screening criteria, or thresholds for VMT analysis of land use development projects within its jurisdiction; rather, the City intends to generally follow the methodology established in the Los Angeles County Public Works Transportation Impact Guidelines. Pursuant to current statutory CEQA Guidelines statutory requirements, a project's transportation must be determined on the basis of VMT. Therefore, the Traffic Impact Assessment (Memorandum) prepared for the Project provides a description of the Project, a discussion of current CEQA statutes, the status of the City of Huntington Park environmental review procedures, a detailed review of applicable VMT screening criteria contained in the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020), and conclusions pertaining to the Project VMT impacts and reduce VMT. Thereby, such projects "may be presumed to cause less than significant impacts."

Based on a detailed review of VMT screening criteria established in the Los Angeles County Transportation Impact Guidelines, it was determined that the Project satisfies the retail project site plan screening criteria. New local-serving retail development typically redistributes shopping trips rather than create new trips. Therefore, by adding retail opportunities into the urban fabric and improving retail destination proximity, local serving retail developments tend to shorten vehicle trips. The future retail component of the Project also satisfies the retail project site plan screening criteria. As detailed further in the VMT Screening Assessment, projects are not required to satisfy all screening criteria to screen out of further VMT analysis. Satisfaction of one criterion is sufficient for screening purposes. Therefore, through satisfaction of one or more screening criteria, the self-storage component of the Project and future retail component of the Project

are determined to have a less than significant impact related to traffic and thereby are not required to conduct additional VMT analyses.

Although the Governor's Office of Planning and Research and Los Angeles County recommend that retail projects of any type should be smaller than 50,000 square feet to be considered local serving retail, the Traffic Impact Memorandum prepared for the Project notes that self-storage facilities are local serving by nature because most patrons select self-storage locations that are near their place of residence or their employment. Self-storage projects function in similar ways to other retail and service land uses in that the predominant source of vehicle trips (and therefore related VMT) is generated by patrons of the projects rather than employees of the projects. Development of the Randolph Self-Storage Project would provide an additional opportunity for patrons in the Project vicinity and thereby shorten travel distances, reducing VMT.

Although the Project exceeds the 50,000 square foot threshold recommended by the Office of Planning and Research and Los Angeles County Guidelines, "…it is recognized that self-storage facilities generate trips at much lower rates than similarly sized retail projects, as much of the space is passively utilized for private goods storage." Therefore, the Traffic Impact Memorandum expects that the Project will generate "…significant fewer vehicle trips that a theoretical 50,000 square-foot retail project which would otherwise be screened out under the same criterion."

An additional criterion for determining if a VMT analysis is required for the Project pertains to proximity to transit. CEQA Guidelines (Section 15064.3.b.1) provides in part that "generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." "Major Transit Stop" is defined in Public Resources Code Section 21034.3 as a site that contains any of the following: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during

the morning and afternoon peak commute periods. The Los Angeles County Guidelines include a screening criterion based on proximity to nearby high-quality transit. The County also notes certain project-specific or location-specific information provided by the Office of Planning and Research that might indicate the presumption is not appropriate. If answers to the following all are "no," then the presumption is assumed appropriate and a project can be screened out of further analysis.

- Does the project have a Floor Area Ratio less than 0.75?
- Does the project provide more parking that required by the County Code?
- Is the project inconsistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy?
- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

The Randolph Self-Storage Project site is located within one-half mile of the Los Angeles Metropolitan Transportation Authority "A" (Blue" Line light rail Slauson Station (a Major Transit Stop). Thereby, the Project meets statutory requirements to presume less than significant transportation impacts.

In addition, the Project does not have a Floor Area Ratio of less than 0.75; rather, the Project has a Floor Area Ratio of 1.9.

The Project provides more parking than required by the City of Huntington Park Municipal Code. Self-storage facilities are required to provide a total of five (5) parking spaces adjacent to the office or manager's unit and two (2) parking spaces adjacent to all ground level entrances in multi-story facilities. The Project will include two ground floor entrances. Therefore, the City Municipal Code parking requirement for the Project is nine (9) spaces. In addition, Municipal Code Section 9-3.703 states that general commercial uses over 25,000 square feet in area are required to provide three (3) on-site loading spaces. Project parking totals 15 spaces and 3 loading spaces and thereby exceeds City parking requirements.

The Project is consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy. The Project is consistent with existing City zoning (Industrial/Manufacturing Planned Development – MPD) assigned to the Project site. In that the Project is consistent with City zoning and is not expected to result in substantial changes to the existing transportation network/infrastructure, it is assumed the Project is consistent with the land use and transportation network assumptions incorporated in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.

Project development will not replace residential units set aside for lower income households with a smaller number of market-rate residential units because the Project site currently is occupied an industrial and warehouse buildings.
The Traffic Impact Memorandum prepared for the Project states that "based on a detailed review of the VMT screening criteria set forth in the Los Angeles County Transportation Impact Guidelines, it is determined that the proposed self-storage project satisfies the retail project site plan screening criteria. The proposed future retail development also satisfies the retail project site plan screening criteria." Furthermore, "…proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Therefore, through satisfaction of one or more of the screening criteria, the proposed self-storage and future retail development components of the project are determined to have a less than significant transportation impact and are therefore not required to conduct any additional VMT analysis."

Water Quality – Project development would result in one or more acres of ground disturbance. Therefore, Project development would be subject to the National Pollution Discharge Elimination System (NPDES) Stormwater Program, which includes obtaining coverage under the NPDES Construction General Permit (General Permit). The Los Angeles Regional Water Quality Control Board (RWQCB) administers the NPDES Permit Program. The NPDES Permit Program helps to control water pollution by regulating point sources that discharge pollutants into receiving waters via implementation of a Stormwater Pollution Prevention Plan

and construction Best Management Practices (BMP). Project development will include an engineered stormwater drainage system that would collect and treat stormwater originating on-site to prevent water quality impacts to downstream receiving waters. This system will be designed in accordance with all applicable requirements, including the requirements set forth in the Water Quality Management Plan prepared for the Project. The City will review and approve the Water Quality Management Plan prior to issuance of building permits to ensure the Project storm water drainage system compliance with the MS4 Permit requirements. Thereby, Project impacts related to water quality would be less than significant.

e) The site can be adequately served by all required utilities and public services. The Project site is located within the service areas of the Los Angeles County Fire Department and the Huntington Park Police Department. Project development and operation would not directly or indirectly result in an increase in population and thereby would not increase demand for additional public services. Also, the Project site is located within a fully developed area of the City that already is served by existing utilities. Domestic water service, sanitary sewer service and electricity provision can be extended onto the Project site with nominal environmental impacts.

The above analyses demonstrate the Project would be consistent with required conditions related to CEQA Guidelines Section 15332 and thereby would be exempt from further CEQA analysis.

Exceptions to a Categorical Exemption

CEQA Guidelines Section 15300.2 provides several exceptions that would otherwise preclude use of a Categorical Exemption. None would apply to planned Project improvements, as discussed below.

CEQA Section 15300.2 Exceptions. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the Project would be located. A project ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply in all instances except where a project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and

officially adopted pursuant to law by Federal, State, or local agencies. The Project qualifies for a Class 32 exemption. This exception applies only to Class 3, 4, 5, 6 and 11 and therefore does not apply to Class 32 exemptions.

Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant. Due to the relatively minor scope (3.51 acres) of the Project, the developed and highly disturbed nature of the Project site, and the fact the Project must adhere with all applicable Federal, State and local regulations and guidelines, any incremental impact resulting from Project development or operation would remain less than significant and would not constitute a considerable contribution to potential regional cumulative impacts in the Project vicinity. Also, the City of Huntington Park is entirely built-out and few other new projects are under construction or soon will be under construction. Therefore, there are few other new or known future related projects in the Project vicinity that, together with the Project, would contribute to cumulative effects. Furthermore, all other related projects presumably are required by the applicable lead agency to comply with all relevant regulatory requirements and to incorporate all feasible mitigation measures to ensure potentially cumulative impacts would remain at less than significant levels. Therefore, this exclusion does not apply to the Project.

Significant Effect. A Categorical Exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The self-storage and future retail components of the Project do not represent new or unique uses or activities that do not already occur in the City of Huntington Park and throughout the region. Also, there is no evidence of unique conditions (e.g., unique geotechnical characteristics that would result in impacts to the Project or to adjacent land uses), either on-site or within the Project vicinity. No unusual circumstances have been identified by the City of Huntington Park, other agencies, or local stakeholders. Thereby, the Project is not expected to be affected by unusual circumstances or otherwise unforeseen conditions. Therefore, this exclusion does not apply.

Scenic Highways. A Categorical Exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State Scenic Highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR. According to the California Department of Transportation (CalTrans), the only "Officially Designated State Scenic Highway" in Los Angeles County is the segment of State Route-2 (Angeles Crest Scenic Byway). The Angeles Crest Scenic Byway is located between State Route-210 and the Los Angeles County/San Bernardino County line, approximately 12 miles north of the Project site. The Project site is not directly visible from State Route-210 due to natural topographical variations and intervening development. Therefore, this exclusion does not apply to the Project.

Hazardous Waste Sites. A Categorical Exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. Provisions of California Government Code Section 65962.5 commonly are referred to as the "Cortese List." The California State Department of Toxic Substances Control (DTSC) EnviroStar (DTSC 2021) and the California State Water Resources Control Board (SWRCB) GeoTracker (SWRCB 2021) online databases commonly are searched to determine presence or absence of hazardous materials sites included on the Cortese List. (Inclusion on one or both of these State databases does not automatically mean a site also is found on the Cortese List because the Cortese List represents a smaller subset of all sites listed on the the DTSC and/or SWQCB databases). Review of the Envirostar and GeoTracker Cortese List sites (links for which are found on the California Environmental Protection Agency (CalEPA) "Cortese List Data Resources" webpage (CalEPA 2021) did not identify the Project site as being on the Cortese List.

Historical Resources. A Categorical Exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. The entire 3.51-acre Project site has been heavily disturbed over the years as a result of existing development on the site (as indicated previously in this Staff Report) and past grading activities. Thereby, significant surficial and

subsurface archaeological and paleontological resources are unlikely to occur on the Project site. In addition, although the on-site buildings and accessory structures have existed on the Project site since at least the 1950s, the buildings and structures have been substantially altered over the ensuing decades and lack their original architectural integrity. Therefore, none of the on-site structural improvements would be considered eligible for listing as a State and/or Federal historic resource.

Additional Information

A Phase I Environmental Site Assessment conducted for the Project site and subsequent Phase I Report (September 11, 2018) indicates there is a historical environmental issue on the Project site.

Development on the Project site began in the 1920s. Over time the Project site contained several uses, including the following: oil well pumping unit manufacturing; storage of steel supplies; mattress factory and storage; incinerator; tire storage; foundry and machine shop; dental cabinet manufacturing facility; chemical business; recycling business; welding business; and, truck engine repair. Therefore, past manufacturing and industrial uses on the Project site would be expected to use and store hazardous substances, such as the following: adhesives; putties; finishing products; household cleaning supplies; motor oil; degreasers; antifreeze; hydraulic fluid; transmission fluid; lube oil; grease; biodegradable parts washing fluid; new and used automobile batteries; used motor oil in drums; used oil filters in drums; and, welding gases. The McKay Chemical Company became Blue Coral in the late 1950s. Both McKay Chemical Company and Blue Coral generated and stored hazardous substances and obtained a Resource and Recovery Act Part B Permit to allow certain waste management practices to occur on the property. When a Resource Conservation and Recovery Act Part B Permit is closed, the responsible party is required to undergo “Corrective Action” that includes a review of historical permitted units and other operations that could have used chemicals and experienced releases. The California Department of Toxic Substances Control oversees the process. Shell Oil currently is the party responsible for the corrective action process on the property and has taken the

lead to close out the Resource Conservation and Recovery Act Permit and Corrective Action process.

Importantly, none of the aforementioned conditions are or will be Project-related impacts. The required remediation has been, and will continue to be, ongoing whether the Project is constructed.

REQUIRED FINDINGS DEVELOPMENT PERMIT:

In granting a Development Permit to allow design of Randolph Self-Storage and Retail Pad, the Planning Commission must make Findings in connection with the Development Permit, as set forth in the Huntington Park Municipal Code. The Planning Commission may approve a Development Permit only if all the following Findings are made.

1. **The proposed development is permitted within the subject zoning district and complies with all of the applicable provisions of this Code, including prescribed development/site standards.**

   Finding: Self-storage and various commercial uses are permitted, subject to an approved Conditional Use Permit, in the "Industrial/Manufacturing/Planned Development" (MPD) zoning district. Self-storage (and mini-storage) uses required an approved Conditional Use Permit. The purpose of the MPD zoning district is to provide for service commercial, business and industrial uses while achieving the following: a major economic base with employment concentrations generally served by arterial streets/roadways and freeways, in a manner consistent with the General Plan; adequate space to meet needs of industrial development, including off-street parking and loading; minimize traffic congestion and avoid overloading of utilities; protect adjacent areas from excessive illumination, noise, odor, smoke, unsightliness and other objectionable influences; and, promote high standards of site planning, architecture and landscape design for industrial developments with the City in compliance with the design guidelines contained within the General Plan. The Project will provide new storage facility options within

the MPD zone and community. The Project complies with all development standards (pertaining to such categories as building height, building setbacks, parking and landscaping) of the MPD zoning district. No Variances are requested or necessary to realize the proposed Project.

2. **The proposed development is consistent with the General Plan.**

   Finding: The Project is consistent with the assigned Manufacturing General Plan Land Use Community Development Element designation. The Project is consistent with Land Use Element Goal 1.0: Policy 1.3 by improving and expanding the City industrial base and by creating new areas for compatible industrial uses through both redevelopment and private enterprise. Proposed redevelopment of the Project site will improve the condition of the property and result in increased property value/taxes for the City.

   The Project also is consistent with Land Use Element Goal 2.0, Policy 2.4 by requiring external lighting of commercial and industrial properties be isolated to the Project site and not adversely impact adjacent land uses with light spillover or glare. Staff has included a Condition of Approval that will ensure all Project lighting illumination will be confined to the Project site.

   In addition, the Project is consistent with Land Use Element Goal 3.0, Policy 3.2 in that the Project promotes vigorous enforcement of City codes, including building, zoning and health and safety, to promote property maintenance by providing new infrastructure on the Project site and adjacent to the Project site to meet development standards in the designated MPD property. The Applicant will provide new improvements to the 3.51-acre Project site that will include a new building, new landscaping, new fencing and new lighting.

3. **The proposed development would be harmonious and compatible with existing and planned future developments within the zoning district and general area, as well as with the land uses presently on the subject property.**

   Finding: The entire Project vicinity is urbanized and the 3.51-acre Project site is bordered by industrial land uses.

The design, location, size and operating characteristics of the self-storage facility will not be detrimental to the public health, safety and welfare of the City due to the fact that the Project will be of similar intensity as other such self-storage facilities in the City. The existing nature of the Project vicinity will be enhanced with development and operation of a new large self-storage facility and future commercial building. Project development will upgrade the aesthetics of the property. In addition, Project operation would not substantially impact surrounding industrial/manufacturing businesses or sensitive uses within one-quarter mile of the Project site.

4. **The approval of the Development Permit for the proposed project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines.**

   Finding: Project development and operation are categorically exempt (Class 32) from requirements of the California Environmental Quality Act. CEQA Guidelines Class 32 provisions apply, as follows:

   - The Project site is smaller than 5 acres
   - The Project site is surrounded by urban development
   - The Project is consistent with the Industrial Planned Development City of Huntington Park General Plan land use designation for Project site, with all applicable General Plan policies, and with applicable "Industrial/Manufacturing/Planned Development" (MPD) zoning district regulations.
   - The Project site has no value as habitat for endangered, rare, or threatened species.
   - Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
   - The Project site can be adequately served by all required utilities and public services.

   Staff has prepared a Notice of Exemption (reference ***Attachment C*** to this Staff Report) for the Project.

5. **The subject site is physically suitable for the type and density/intensity of use being proposed.**

Finding: The Project site consists of four parcels that occupy 3.51 acres (153,033 square feet). The Project site has irregular property lines along its easterly boundary, but is of sufficient size and shape to provide a rectangular parcel for the proposed self-storage facility and an irregularly shaped parcel in its northeastern corner that would accommodate a small commercial retail building. The Lot Line Adjustment will facilitate arrangement of the property to accommodate the currently-proposed self-storage use and the future commercial retail use. The self-storage parcel will consist of a gross site area of 3.05 acres, which is an adequate size to accommodate the three-story 260,016 square foot building while meeting Municipal Code requirements pertaining to building height, building setback, loading, parking and fire access. All structural and supporting uses (loading areas; parking; landscaping) will be easily accommodated on the Project site. The Project Applicant has not made any Variance requests related to the self-storage or commercial retail components of the Project.

6. **There are adequate provisions for public access, water, sanitation and public utilities and services to ensure that the proposed development would not be detrimental to public health, safety and general welfare.**

   Finding: Vehicular access/egress to/from the Project site will be provided via driveways positioned along Randolph Street and Wilmington Avenue. Pedestrian access will be available directly from new Project-associated sidewalks along Randolph Street. All utilities and public services will be available to the self-storage building and to the future commercial/retail building. Project development will include improvement of drainage facilities, curbs and gutters along the Randolph Street and Wilmington Avenue perimeters of the Project site and will be required to comply with all applicable Building Code requirements. Thereby, Project development and operation will not be detrimental to public health, safety and general welfare.

7. **The design, location, size and operating characteristics of the proposed development would not be detrimental to the public health, safety, or welfare of the City.**

Finding: As indicated in this Staff Report, Project operation will provide benefits to the City involving the following: improvement of the visual appearance of the 3.51-acre site (which currently contains deteriorated buildings, deteriorated landscaping; chain link fencing in various locations, and outdoor storage); bringing increased property tax revenue to the City; provision of additional employment and service opportunities for City residents; and, potentially serving to catalyze other owners of properties in the Project vicinity to upgrade uses and appearance of their properties. The City Building and Safety Department, City Public Works Department, and Huntington Park Police Department have reviewed the Project. Staff has included Conditions of Approval recommended by those agencies, together with Conditions of Approval recommended by the Planning Department, to ensure Project development will not be detrimental to the public health, safety or welfare of the City of Huntington Park.

REQUIRED FINDINGS CONDITIONAL USE PERMIT:

In granting a Conditional Use Permit to allow a self-storage development, the Planning Commission must make Findings in connection with the Conditional Use Permit, as set forth in the Huntington Park Municipal Code. The Planning Commission may approve a Conditional Use Permit only if all the following Findings are made:

1. **The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code.**

   Finding: Self-storage and various commercial uses are permitted, subject to an approved Conditional Use Permit, in the "Industrial/Manufacturing/Planned Development" (MPD) zoning district. Self-storage (and mini-storage) uses require an approved Conditional Use Permit. The purpose of the MPD zoning district is to provide for service commercial, business and industrial uses while achieving the following: a major economic base with employment concentrations generally served by arterial streets/roadways and freeways, in a manner consistent with the General Plan; adequate space to meet needs of industrial development, including off-street parking and

loading; minimize traffic congestion and avoid overloading of utilities; protect adjacent areas from excessive illumination, noise, odor, smoke, unsightliness and other objectionable influences; and, promote high standards of site planning, architecture and landscape design for industrial developments with the City in compliance with the design guidelines contained within the General Plan. The Project will provide new storage facility options within the MPD zone and community. The Project complies with all development standards (pertaining to such categories as building height, building setbacks, parking and landscaping) of the MPD zoning district. No Variances are requested or necessary to realize the proposed Project.

2. **The proposed use is consistent with the General Plan.**

   Finding: The Project is consistent with the assigned Manufacturing General Plan Land Use Community Development Element designation. The Project is consistent with Land Use Element Goal 1.0: Policy 1.3 by improving and expanding the City industrial base and by creating new areas for compatible industrial uses through both redevelopment and private enterprise. Proposed redevelopment of the Project site will improve the condition of the property and result in increased property value/taxes for the City.

   The Project also is consistent with Land Use Element Goal 2.0, Policy 2.4 by requiring external lighting of commercial and industrial properties be isolated to the Project site and not adversely impact adjacent land uses with light spillover or glare. Staff has included a Condition of Approval that will ensure all Project lighting illumination will be confined to the Project site.

   In addition, the Project is consistent with Land Use Element Goal 3.0, Policy 3.2 in that the Project promotes vigorous enforcement of City codes, including building, zoning and health and safety, to promote property maintenance by providing new infrastructure on the Project site and adjacent to the Project site to meet development standards in the designated MPD property. The Applicant will provide new improvements to the 3.51-acre Project site that will include a new building, new landscaping, new fencing and new lighting.

3. **The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines.**

   Finding: Project development and operation are categorically exempt (Class 32) from requirements of the California Environmental Quality Act. CEQA Guidelines Class 32 provisions apply, as follows:

   - The Project site is smaller than 5 acres
   - The Project site is surrounded by urban development
   - The Project is consistent with the Industrial Planned Development City of Huntington Park General Plan land use designation for Project site, with all applicable General Plan policies, and with applicable "Industrial/Manufacturing/Planned Development" (MPD) zoning district regulations.
   - The Project site has no value as habitat for endangered, rare, or threatened species.
   - Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
   - The Project site can be adequately served by all required utilities and public services.

   Staff has prepared a Notice of Exemption (reference ***Attachment C*** to this Staff Report) for the Project.

4. **The design, location, size and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience or welfare of the City.**

   Finding: The Project site is 3.51 acres in area. Project design involves demolition of all buildings and accessory structures on the property, and construction of a three-story, 260,106 square foot self-storage facility with 835 square foot leasing office, 15 parking spaces, 3 loading spaces, and creation of an adjacent 0.46-acre retail pad

that would accommodate a future 4,500-6,000 square foot retail use with parking lot on an irregularly shaped portion of the Project site within a wholly urbanized area. As indicated previously, Project development and operation qualify for a Class 32 Categorical Exemption from requirements of the California Environmental Quality Act. No significant impacts to air quality, noise, traffic, or water quality would result from Project development or Project operation, as discussed in this Staff Report. City Standard Conditions and regulations will ensure no impacts will become significant. Thereby, Project development and operation would not be objectionable or detrimental to other permitted uses (industrial, commercial, and public) operating nearby or adverse to the public interest, health, safety, convenience or welfare of the City.

5. **The subject site is physically suitable for the type and density/intensity of use being proposed.**

   Finding: The Project site consists of four parcels that occupy 3.51 acres (153,033 square feet). The Project site has irregular property lines along its easterly boundary, but is of sufficient size and shape to provide a rectangular parcel for the proposed self-storage facility and an irregularly shaped parcel in its northeastern corner that would accommodate a small commercial building. The Lot Line Adjustment will facilitate arrangement of the property to accommodate the currently-proposed self-storage use and the future commercial/retail use. The self-storage parcel will consist of a gross site area of 3.05 acres, which is an adequate size to accommodate the three-story 266,016 square foot building while meeting Municipal Code requirements pertaining to building height, building setback, loading, parking and fire access. All structural and supporting uses (loading areas; parking; landscaping) will be easily accommodated on the Project site. The Project Applicant has not made any Variance requests related to the commercial/retail component of the Project.

6. **There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.**

   Finding: Vehicular access/egress to/from the Project site will be provided via driveways positioned along Randolph

Street and Wilmington Avenue. Pedestrian access will be available directly from new Project-associated sidewalks along Randolph Street. All utilities and public services will be available to the self-storage building and to the future commercial/retail building. Project development will include improvement of drainage facilities, curbs and gutters along the Randolph Street and Wilmington Avenue perimeters of the Project site and will be required to comply with all applicable Building Code requirements. Thereby, Project development and operation will not be detrimental to public health, safety and general welfare.

PUBLIC COMMENTS: CONSULTATION WITH THE GABRIELENO BAND OF MISSION INDIANS-KIZH NATION IS PENDING. HOWEVER, STAFF INCLUDED A CONDITION OF APPROVAL THAT PERTAINS TO ANTICIPATED TRIBAL CONCERN.

CONCLUSION: Based on the above analysis, Staff has determined that with the recommended Conditions of Approval, the Project complies with the Huntington Park Municipal Code and all required Development Permit and Conditional Use Permit Findings.

RECOMMENDATION: Based on the evidence presented, the Planning Division Staff recommend that the Planning Commission hear all public comment and

1) Certify the Project is Categorically Exempt from the requirements of the California Environmental Quality Act, per CEQA Guidelines Section 15332;
2) Certify Planning Commission Resolution No. **2020-07,** approving **Development Permit/Conditional Use Permit/Lot Line Adjustment Case No. 2020-07**, subject to the following proposed conditions of approval and/or other conditions the Planning Commission may wish to approve; and,

CONDITIONS OF APPROVAL:

PLANNING

1. That the property owner and Applicant shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, its officers, employees and agents from all claims, actions, or proceedings against the City to attack, set aside, void, annul, or seek damages arising out of an approval of the City, or any agency or commission thereof, concerning this project. City shall promptly notify both the property owner and Applicant of any claim, action, or proceeding to which this condition is applicable. The City shall cooperate in the defense of the action, while reserving its right to act as it deems to be in the best interest of the City and the public. The property owner and Applicant shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study, or for supplementing or revising any document, including, without limitation, environmental documents. If the City's legal counsel is required to enforce any condition of approval, the Applicant shall pay for all costs of enforcement, including legal fees.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed use shall comply with all applicable City, County, State and Federal codes, laws, rules, and regulations, including Health, Building and Safety, Fire, Sign, Zoning, and Business License.

4. The use shall be conducted, and the property shall be maintained, in a clean, neat, quiet, and orderly manner at all times and shall comply with the property maintenance standards as set forth in Section 9-3.103.18 and Title 8, Chapter 9 of the Huntington Park Municipal Code.

5. The Applicant shall be required to apply for a new entitlement if any substantial alteration, modification or expansion would result in more substantial or new environmental impacts.

6. All new signs on the Project site shall be installed in compliance with the City sign regulations and approval obtained via a Sign Design Review prior to installation of said signs.

7. The Applicant shall comply with all the provisions of Title 7, Chapter 9 of the Huntington Park Municipal Code relating to Storm Water Management. The Applicant also shall comply with all requirements of the National Pollutant Discharge Elimination System (NPDES). Model Programs, developed by the

County of Los Angeles Regional Water Quality Board. This includes compliance with the City's Low Impact Development (LID) requirements.

8. All proposed on-site utilities, including electrical and equipment wiring, shall be installed underground and/or routed along the ground floor and shall be completely concealed from public view as required by the City prior to authorization to operate.

9. Any existing and/or future graffiti, as defined by the Huntington Park Municipal Code Section 5-27.02(d), shall be diligently removed within a reasonable time period.

10. All unmaintained landscaping material shall be replaced with new landscape materials. The Applicant shall submit a landscape plan prepared by a licensed landscape architect.

11. All proposed landscaping material shall comply with the Title 9, Chapter 3, and Article 4 of the Huntington Park Municipal Code. The landscape plan shall be revised to the size of each material proposed.

12. The operator shall obtain a City of Huntington Park Business License prior to commencing business operations.

13. No outside storage shall be permitted on the subject site.

14. No payphones shall be allowed on the subject site.

15. This entitlement shall be subject to review for compliance with conditions of the issuance at such intervals as the City Planning Commission shall deem appropriate.

16. Violation of any condition of this entitlement may result in a citation(s) and/or revocation of the entitlement.

17. This entitlement may be subject to additional conditions after its original issuance. Such conditions shall be imposed by the City Planning Commission as deemed appropriate to address operations, aesthetics, security, noise, safety, crime control, or to promote the general welfare of the City.

18. This entitlement shall expire in the event it is not exercised within two (2) years from the date of approval, unless an extension has been granted by the Planning Commission.

19. If the use ceases to operate for a period of six (6) months the entitlement shall be null and void.

20. The Applicant shall comply with all applicable property development standards including, but not limited to, outdoor storage, fumes and vapors, property maintenance, and noise.

21. The Director of Community Development is authorized to make minor modifications to the approved development plan or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.

22. The Applicant and property owner agree in writing to the above conditions.

23. The Applicant shall submit design for on-site public art to the Director of Community Development, who shall forward it to the City Planning Commission for consideration. Said design shall be approved by the City Planning Commission prior to issuance of a Building Permit and shall be installed on the Project site prior to issuance of a Certificate of Occupancy. Applicant, Developer, or Tenant shall be responsible for maintenance of said art in a manner approved by the City Planning Commission.

24. Prior to submittal of a discretionary application for future development of the retail component of this Project, the Applicant/Developer shall submit a Lot Line Adjustment prepared by a State-Licensed Land Surveyor.

25. Prior to issuance of a Building Permit, the Applicant/Developer shall submit a Lighting Plan to the Director of Community Development for his/her approval. Said Lighting Plan shall ensure all Project illumination will be confined to the Project site.

26. The Applicant/Developer shall secure approval from the Department of Toxic Substances Control for remedial action on the Project site.

27. Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any

Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

PUBLIC WORKS

The following conditions and public improvements will be required to be performed and completed in an acceptable manner to the City in accordance with all applicable rules and laws. Federal, State, County and local laws and regulations for project implementation must be adhere to throughout the duration of the project. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect public health and safety.

28. Applicant shall file a Lot Merger/Lot Line Adjustment of APN #6009-031-002, 6009-031-003, 6009-031-006, and 6009-034-05.

29. Applicant shall file all on-site and off-site improvement plans, including though not limited to grading plans. Low Impact Development (LID), Stormwater Pollution Prevention Plan (SWPPP), street improvement plans and lot merger/lot line adjustment map check and post fees per City Fee Schedule with the Building

Department.

a. Upon approval of all necessary reports, improvement plans and recordable documents by the Building Department, Applicant agrees to obtain necessary building and Public Works encroachment permits and post permit/inspection fees.

30. The removal and re-construction of driveways and public street improvements shall meet all City Engineering requirements. The Project shall be required to reconstruct street parkway improvements along the Project frontage to the nearest off-site joint. Driveways shall conform to Public Works Standards, which provide for 4-foot Americans with Disabilities (ADA) sidewalk. Design shall match existing score-joint pattern. The reconstruction of the curb/gutter shall require a 2-foot trench to all forming along the street.

31. Applicant shall process public improvement plans, prepared by a registered civil engineer, for Wilmington Avenue and Randolph Street and shall reflect sewer laterals, water services (fire and domestic) and trench resurfacing per GreenBook Standards. Applicant shall grind (2 inches) existing AC and overlay to center of street at completion of Project.

32. Grading plans signed by the Registered Civil Engineer preparing the plans.

a. Drainage shall be directed away from the faces of cut and fill slopes or into approved drainage structures. The faces of cut and fill slopes also shall be manufactured to control against erosion. This control may consist of stepping or another surface protection, as approved by the City Engineer. The protection for the slopes shall be installed within 15 days after completion of the rough grading.

b. No grading permit shall be issued without an Erosion Control Plan. The Erosion Control Plan shall include details of protective measures, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to protect the water quality of receiving water bodies or to protect adjoining public and private property from damage from erosion, flooding or the deposition of mud or debris which may originate from the site or result from such grading operations.

c. Grading Plans shall incorporate a Construction Best Management Practices (BMP) Plan, designating construction storage, trash bin, etc.

d. On-Site Groundwater Monitoring Wells, including legally removed, permanent, temporary and active wells, must be depicted on all site plans, grading plans, and all other relevant plans. Include a legend that demonstrates ownership, date installed, and type of monitoring well and all other relevant information.

e. Engineer to show the location of the sewer mainline, nearest manholes, lateral serving the Project and configuration of the on-site sewer including diameter and material of the on-site sewer.

I. Sewer cleanouts must be positioned at 100-foot intervals on the later coming off the main sewer line.

II. If required, Applicant must obtain County Sanitations District of Los Angeles clearance.

f. All parking lots and driveways shall be surfaced with asphaltic concrete to a minimum thickness of three (3) inches over a minimum aggregate base of six (6) inches or surfaced with Portland Cement Concrete (PCC) with a minimum thickness of five (5) inches over a three (3) inch aggregate base. After review of the probable vehicular traffic and the soils report for the Project, additional material may be required at the discretion of the City Engineer.

g. Public improvements will be generated on the basis of the approved site plan. PCC pavement and asphalt-concrete (A.C.) thicknesses and strengths will be determined by the Registered Civil Engineer (project engineer of record) preparing the street plans and utility improvement plans.

    i. City Engineer requires pavement resurfacing of half the roadway width along frontage roadways.

    ii. All traffic markings, street striping, street signs, legends and curb painting on streets adjacent to the proposed development shall be restored as directed by the City Engineer.

h. Add standard sidewalk and curb & gutter adjacent to the development per Los Angeles County or American Public Works Association (APWA) standard plans and specifications.

    i. Site frontage & offsite transition-curb & gutter.

    ii. Site frontage & offsite transition- sidewalk.

    iii. Two commercial driveway approach.

i. Comply with the City's ordinance pertaining to construction debris recycling. Contact the Building & Safety Department for additional information pertaining to the Construction & Demolition Debris Diversion Program. The Construction Historical & Demolition Debris Diversion Program is also applicable with respect to the grading process.

j. Applicant shall process a drainage technical study, prepared by registered civil engineer. The drainage patterns from adjacent properties shall be identified

and maintained. The project shall accept and include in the drainage design any current drainage from adjacent properties.

k. Preserve existing survey monuments (property corners, centerline ties, etc.) in the public right of way. All disturbed and removed survey monuments in the public right of way shall be re-established and record of survey shall be filed with the County surveyor in accordance with applicable provisions of the state law.

l. All USA/Dig Alert graffiti markings must be removed by the contractor from the sidewalk, curb & gutter and/or asphalt pavement prior to final approval.

m. Written notarized permission must be obtained from the adjacent property owner where grading or drainage is proposed on the adjacent property not owned by the applicant/permittee.

33. It is the Applicants' responsibility to contact the Water Purveyor to obtain approval of service and that the purveyor has adequate water to provide such service. Provide acceptable analysis to verify sufficient water pressure and flow for:

    a. General conditions

    b. During MID (maximum instantaneous demand) conditions

    c. During fire flow and MID conditions

    d. Water supply system serving the development shall be adequately sized to accommodate the total required commercial water requirements and fire flows, in compliance with the Water Purveyor and Los Angeles County Fire Department requirements.

    e. All existing water services (meters) no longer required as part of this development shall be abandoned at the mainline.

    f. Reduced Pressure Backflow Preventers will be required for all water services. An approved reduced pressure principal back-flow prevention device shall be installed above grade in the customer's service line by his contractor as close as practical to the water meter and shall be between the water meter and the first point of connection to the service. The device shall be located onsite fronting the property

34. The Storm Water Pollution Prevention Plan (SWPPP) is a document that addresses water pollution control for a construction project. The Construction General Permit (CGP) requires that all stormwater discharges associated with

construction activity, where said activity results in soil disturbance of one acre or more of land area, must be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The CGP requires the development of a project-specific SWPPP. The SWPPP must include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document must be written by a Qualified SWPPP Developer (QSD). The City requires that a Water Pollution Control Manager (WPC Manager) be responsible for the implementation of a SWPPP. The WPC Manager must have the same qualifications as a QSD. For further details pertaining to the State of California's requirement, please visit the following website: https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp

a. A Waste Discharge Identification Number (WDID#) must be obtained prior to commencing any work.

33. Low Impact Development (LID) is a requirement of the NPDES Permit No. CAS004001, Order No. ORDER NO. R4-2012-0175. This permit was issued by the State of California Regional Water Quality Control Board, Los Angeles Region on December 28, 2012. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues. Once the site has been developed, how will runoff be maintained? Was there a system that was designed to treat the runoff prior to discharging into the public system? Best Management Practices (BMPs) should be implemented to address storm water pollution and peak flow discharge impacts. All BMPs must be sized to meet specified water quality design and/or peak flow discharge criteria.

a. Filtration and infiltration methods must be used to defray a large percentage of the storm water runoff into the storm drain system.

35. Preliminary soils investigation prepared by a licensed Geotechnical engineer.

a. The soil engineering report shall include data specifically regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary, and opinions and recommendations covering adequacy of sites to be developed by the proposed grading.

36. Geological investigation prepared by a licensed Engineering Geologist.

a. A preliminary engineering geology and/or seismic safety report, prepared in accordance with Los Angeles County guidelines, is required if the subdivision lies within a "medium risk" or "high risk" geologic hazard area, as shown on maps on file contained within the safety element of Los Angeles County.

36. Hydrology and Hydraulic Report for any drainage devices.

    a. A Hydrology Study Report, based on a 50-year frequency design storm for Capitol Facilities and a 25-year frequency design storm for all other instances as dictated by the LA County DPW 2006 Hydrology Manual, must be submitted to the Engineering Division. The study must provide hydraulic calculations based on the given area and the ability of the existing storm drain infrastructure to receive and support the allotted drainage runoff. Drainage calculations shall adhere to City of Huntington Park standards, NPDES, and environmental regulations and requirements.

37. Applicant shall obtain approval from the Los Angeles Fire Department (LACFD) for development's fire protection, fire flow requirements, access road(s) for development, etc. and shall construct all Fire Department required improvements.

38. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, and to benefit the public.

LOS ANGELES COUNTY FIRE DEPARTMENT

39. All requirements, as deemed necessary by the Los Angeles Department of Fire during the Plan Check process shall be complied with.

40. Review and approval by the County of Los Angeles Fire Department Fire Prevention Engineering Section Building Plan Check Unit shall be required for this project prior to building permit issuance.

BUILDING AND SAFETY

41. The building shall be protected by automatic fire sprinklers throughout.

42. The initial plan check fee with cover the initial plan check and one recheck **only**. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule.

43. The cover sheet of building plans (Sheet 1) is to list all Conditions of Approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

44. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the Building Permit. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the Building Permit.

45. Recycling deposit shall be filed prior to issuance of the Building Permit to the satisfaction of the recycling coordinator.

46. Approval is required from the Los Angeles County Health Department for food storage.

47. Fees for Grading Permit including a grading bond shall be paid to the City prior to issuance of the Grading Permit.

48. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

49. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

50. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicted on the firs sheet of the approved plans, shall include the following:

    a. Observation of cleared areas and benches prepared to receive fill;

    b. Observation of the removal of all unsuitable soils and other materials;

    c. The approval of soils to be used as fill material;

    d. Inspection of compaction and placement of fill;

    e. The testing of compacted fills; and,

    f. The inspection of review of drainage devices.

51. The Owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.

52. Prior to permit issuance the pdf copy of the Soils Report shall be provided by the Applicant.

53. A Grading and Drainage Plan shall be approved prior to issuance of the Building Permit. The Grading and Drainage Plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water. The Grading Plans will be reviewed and approved by the City Public Works Department and Building and Safety Department.

54. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories shall comply with City Low Impact Development (LID) requirements.

    m. Where redevelopment results in an alteration to more than fifty (50) percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated

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ii. Where redevelopment results in an alteration of less than fifty (50) percent of impervious surfaces of a previously existing development, and the existing development was not subject o post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

55. The Building Permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.

56. The building shall comply with all the applicable provisions for accessibility.

57. Electrical plan check is required.

58. Mechanical plan check is required.

59. Plumbing plan check is required.

60. Plumbing fixtures shall be provided as required by the Chapter 4 of the California Plumbing Code.

61. The Project shall comply with the CalGreen Non-Residential mandatory requirements.

62. Demolition Permit is required for any existing buildings to be demolished.

63. Fire Sprinkler System is required: (a) All fire sprinkler hangers must be designed and their locations approved by an engineer or an architect. Calculations must be provided indicating the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indicating this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the Building Permit. (b) Separate permit is required for Fire Sprinklers. (c) Fire sprinkler and alarm systems must be reviewed and approved by the Los Angeles County Fire Department.

64. Since all the exterior walls will be fire rated for this facility, therefore, the exterior doors must be fire rated to be compatible with the fire rated wall. On the plans, indicate the fire-rated walls, floor-ceiling assemblies, and/or roof-ceiling assemblies with the required fire-rating in compliance with CBC Table 601.

65. Specify the minimum height for the continuous parapet around this facility on all building exterior elevations.

66. Foundation inspection will not be made until setback on all sides of the building have been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOT IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

67. Building area or portion thereof on the first floor used exclusively for storage of delivery vehicle and for loading/unloading shall be classified as Group S-2 Occupancy enclosed parking garage.

68. Each portion of a building shall be individually classified in accordance with Section 302.1. Where a building contains more than one occupancy group, the building or portion thereof shall comply with the applicable provisions of Section 508.2, 508.3 or 508.4, or a combination of these sections.

69. It is the Applicant's responsibility to contact the Water Purveyor to obtain approval of service and that the purveyor has adequate water to provide such service. Provide acceptable analysis to verify sufficient water pressure and flow for:

a. General conditions

b. During MID (Maximum Instantaneous Demand) conditions

c. During fire flow and MID conditions

d. Water supply system serving the development shall be adequately sized to accommodate the total required commercial water requirements and fire flows, in compliance with the Water Purveyor and Los Angeles County Fire Department requirements.

e. All existing water services (meters) no longer required as part of the development shall be abandoned at the mainline.

f. Reduced Pressure Backflow Preventers will be required for all water services. An approved reduced pressure principal back-flow prevention device shall be installed above grade in the customer's service line by his contractor as close as practical to the water meter and shall be between the water meter and the first point of connection to the service. The device shall be located on-site fronting the property.

g. The Storm Water Pollution Prevention Plan (SWPPP) is a document that addresses water pollution control for a construction project. The Construction General Permit (CGP) requires that all storm water discharges associated with construction activity, where said activity results in soil disturbance of one acre

or more of land area, must be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The CGP requires the development of a project-specific SWPPP. The SWPPP must include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document must be written by a Qualified SWPPP Developer (QSD). The City requires that a Water Pollution Control Manager (WPC Manager) be responsible for the implementation of a SWPPP. The WPC Manager must have the same qualifications as a QSD. For further details pertaining to the State of California's requirement, please visit the following website: https//smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp.

h. A Waste Discharge Identification Number (WDID#) must be obtained prior to commencing any work.

70. Low Impact Development (LID) is a requirement of the NPDES Permit No. 3CAS004001, Order No. R4-20120-0175. This Permit was issued by the State of California Regional Water Quality Control Board, Los Angeles Region on December 28, 2012. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues. Once the site has been developed, how will runoff be maintained? Was there a system that was designed to treat the runoff prior to discharging into the public system? Best Management Practices (BMP) should be implemented to address storm water pollution and peak flow discharge impacts. All BMP must be sized to meet specified water quality design and/or peak flow discharge criteria.

a. Filtration and infiltration methods must be use to defray a large percentage of the storm water runoff into the storm drain system.

71. Preliminary soils investigation prepared by a licensed Geotechnical Engineer.

a. The Soil Engineering Report shall include data specifically regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary, and opinions and recommendations covering adequacy of sites to be developed by the proposed grading.

72. Geological investigation prepared by a licensed Engineering Geologist.

a. A Preliminary Engineering Geology and/or Seismic Safety Report, prepared in accordance with Los Angeles County guidelines, is required if the subdivision lies within a "medium risk" or "high risk" geologic hazard area, as shown on maps on file contained within the Safety Element of Los Angeles County.

73. Hydrology and Hydraulic Report for and drainage devices.

    a. A Hydrology Study Report, based on a 50-year frequency design storm for Capital Facilities and a 25-year frequency design storm for all other instances as dictated by the Los Angeles County DPW 2006 Hydrology Manual, must be submitted to the Engineering Division. The Study must provide hydraulic calculations based on the given area and the ability of the existing storm drain infrastructure to receive and support the allotted drainage runoff. Drainage calculations shall adhere to City of Huntington Park standards, NPDES, and environmental regulations and requirements.

74. The Applicant shall obtain approval from the Los Angeles Fire Department (LACFD) for the development's fire protection, fire flow requirements, access road(s) for development, etc. and shall construct all Fire Department required improvements.

75. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, an d to benefit the public.

CODE ENFORCEMENT

76. No loitering is allowed on the Project site.

77. The Applicant shall post "No Trespassing" signs along the perimeter of the Project site.

78. The Applicant shall ensure a 602 Form (No Trespassing Form) is signed and on file at all times with the City of Huntington Park Police Department.
79. The Applicant shall provide sufficient lighting around the perimeter of the Project site and in all parking areas.

80. The Applicant shall ensure signs are maintained properly at all times.

81. All office area windows must have graffiti film adhered.

82. Security guard/securing cameras must be installed on the Project site for anti-theft protection.

83. The Applicant shall keep the trash bins secured and trash enclosures cleaned at all times.

CITY OF HUNTINGTON PARK POLICE DEPARTMENT

84. The operation of the establishment shall be limited to those activities and elements expressly indicated on the permit application and approved by the City Council. Any change in the operation, which exceeds the conditions of the approved permit,

will require that a new permit application be submitted to the City Council for their review and approval.

85. Noise emanating from the permittee's premises shall not be audible 50 feet or more from the property line of the premises.
86. Litter shall be removed daily or as needed from in front of and around the building.
87. Current occupancy loads shall be posted at all times.
88. The permittee shall be responsible for installing and maintaining a video surveillance system that monitors no less than the front and rear of the business, with full view of the public rights-of-way, and any parking lot under the control of the permittee. These cameras shall record video for a minimum of 30 days and the recordings will be made available to the Huntington Park Police Department.
89. The surrounding area (exterior & parking lot) shall be illuminated in order to make easily discernible the appearance and conduct of all person on or about the property.
90. Address should be clearly marked on front and rear of structure.
91. Business should have an alarm system installed with panic buttons at the cashier stands/receptionist and inner offices.

EXHIBITS:

A. PC Resolution No. 2020-07
B. Project Plans
C. Vicinity Map
D. Project CEQA Document – Notice of Exemption
E. Dudek Memorandum in Support of Categorical Exemption, with technical studies

PC RESOLUTION NO. 2020-07 CUP/DP

EXHIBIT A **CASE NO.** 2020-07 CUP/DP

PC RESOLUTION NO. 2020-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, APPROVING A REQUEST FOR A DEVELOPMENT PERMIT/CONDITIONAL USE PERMIT TO ALLOW DEVELOPMENT OF A SELF-STORAGE FACILITY AND FUTURE COMMERCIAL/RETAIL PAD, ON A 3.51-ACRE PROPERTY AT THE SOUTHEAST CORNER OF THE RANDOLPH STREET/WILMINGTON AVENUE INTERSECTION WITHIN THE MANUFACTURING PLANNED DEVELOPMENT (MPD) ZONE

WHEREAS, a public hearing was held at City Hall, 6550 Miles Avenue, Huntington Park, California on Wednesday, April 21, 2021 at 6:30 p.m. pursuant to the notice published and posted as required by law in accordance with the provisions of the Huntington Park Municipal Code, upon an application from North Palisade Partners, LLC for a Development Permit, Conditional Use Permit, and Lot Line Adjustment/Lot Merger to allow development of a three-story 260,106 square foot self-storage facility with 835 square foot leasing office, 15 parking spaces, 3 loading spaces, and creation of an adjacent 0.46-acre retail pad that would accommodate a future 4,500-6,000 square foot retail use with parking lot on an irregularly shaped portion of the Project site, located within the City of Huntington Park at 1920 Randolph Street within the Manufactured Planned Development (MPD) zone on the following described property:

Assessor's Parcel Numbers Nos. 6009-031-002, 6009-031-003, 6009-031-005, and 6009-031-006, City of Huntington Park, County of Los Angeles; and

WHEREAS, the Planning Division has reviewed the request and has found that all of the findings for approval of a Development Plan and Conditional Use Permit can be made as required by the Municipal Code; and

WHEREAS, the Planning Commission has considered the environmental determination that the Project is Categorically Exempt, per Class 32–Infill Development Projects, from requirements of the California Environmental Quality Act; and

WHEREAS, all persons appearing for or against the approval of the Development Permit/Conditional Use Permit were given the opportunity to be heard in connection with said matter; and

WHEREAS, all written comments received prior to the hearing, and responses to such comments, were reviewed by the Planning Commission; and

WHEREAS, the Planning Commission is required to announce its findings and recommendations.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK DOES FIND, DETERMINE, RECOMMEND AND RESOLVES AS FOLLOWS:

SECTION 1: Based on the evidence within the staff report and the environmental documentation prepared for the project, the Planning Commission adopts and certifies the Categorical Exemption (Class 32-Infill Development Projects) and supporting material prepared for the Project as appropriate environmental documentation, per the requirements of the California Environmental Quality Act.

SECTION 2: The Planning Commission hereby makes the following findings in connection with the proposed Development Permit/Conditional Use Permit.

Development Permit:

1. **The proposed development is permitted within the subject zoning district and complies with all of the applicable provisions of this Code, including prescribed development/site standards** in that self-storage and various commercial uses are permitted, subject to an approved Conditional Use Permit, in the "Industrial/Manufacturing/Planned Development" (MPD) zoning district. Self-storage (and mini-storage) uses required an approved Conditional Use Permit. The purpose of the MPD zoning district is to provide for service commercial, business and industrial uses

while achieving the following: a major economic base with employment concentrations generally served by arterial streets/roadways and freeways, in a manner consistent with the General Plan; adequate space to meet needs of industrial development, including off-street parking and loading; minimize traffic congestion and avoid overloading of utilities; protect adjacent areas from excessive illumination, noise, odor, smoke, unsightliness and other objectionable influences; and, promote high standards of site planning, architecture and landscape design for industrial developments with the City in compliance with the design guidelines contained within the General Plan. The Project will provide new storage facility options within the MPD zone and community. The Project complies with all development standards (pertaining to such categories as building height, building setbacks, parking and landscaping) of the MPD zoning district. No Variances are requested or necessary to realize the proposed Project.

2. **The proposed development is consistent with the General Plan** in that the Project is consistent with the assigned Manufacturing General Plan Land Use Community Development Element designation. The Project is consistent with Land Use Element Goal 1.0: Policy 1.3 by improving and expanding the City industrial base and by creating new areas for compatible industrial uses through both redevelopment and private enterprise. Proposed redevelopment of the Project site will improve the condition of the property and result in increased property value/taxes for the City.

   The Project also is consistent with Land Use Element Goal 2.0, Policy 2.4 by requiring external lighting of commercial and industrial properties be isolated to the Project site and not adversely impact adjacent land uses with light spillover or glare. Staff has included a Condition of Approval that will ensure all Project lighting illumination will be confined to the Project site.

   In addition, the Project is consistent with Land Use Element Goal 3.0, Policy 3.2 in that the Project promotes vigorous enforcement of City codes, including building, zoning and health and safety, to promote property maintenance by providing new infrastructure on the Project site and adjacent to the Project site to meet development standards in the designated MPD property. The Applicant will provide new improvements to the 3.51-acre Project site that will include a new building, new landscaping, new fencing and new lighting.

3. **The proposed development would be harmonious and compatible with existing and planned future developments within the zoning district and general area, as well as with the land uses presently on the subject property** in that the entire Project vicinity is urbanized and the 3.51-acre Project site is bordered by industrial land uses. The design, location, size and operating characteristics of the self-storage facility will not be detrimental to the public health, safety and welfare of the City due to the fact that the Project will be of similar intensity as other such self-storage facilities in the City. The existing nature of the Project vicinity will be enhanced with development and operation of a new large self-storage facility and future commercial building. Project development will upgrade the aesthetics of the property. In addition, Project operation would not substantially impact surrounding industrial/manufacturing businesses or sensitive uses within one-quarter mile of the Project site.

4. **The approval of the Development Permit for the proposed project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines** in that Project development and operation are categorically exempt (Class 32) from requirements of the California Environmental Quality Act. CEQA Guidelines Class 32 provisions apply, as follows:

   - The Project site is smaller than 5 acres
   - The Project site is surrounded by urban development

- The Project is consistent with the Industrial Planned Development City of Huntington Park General Plan land use designation for Project site, with all applicable General Plan policies, and with applicable "Industrial/Manufacturing/Planned Development" (MPD) zoning district regulations.
- The Project site has no value as habitat for endangered, rare, or threatened species.
- Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The Project site can be adequately served by all required utilities and public services.

5. **The subject site is physically suitable for the type and density/intensity of use being proposed** in that the Project site consists of four parcels that occupy 3.51 acres (153,033 square feet). The Project site has irregular property lines along its easterly boundary, but is of sufficient size and shape to provide a rectangular parcel for the proposed self-storage facility and an irregularly shaped parcel in its northeastern corner that would accommodate a small commercial/retail building. The Lot Line Adjustment will facilitate arrangement of the property to accommodate the currently-proposed self-storage use and the future commercial/retail use. The self-storage parcel will consist of a gross site area of 3.05 acres, which is an adequate size to accommodate the three-story 266,016 square foot building while meeting Municipal Code requirements pertaining to building height, building setback, loading, parking and fire access. All structural and supporting uses (loading areas; parking; landscaping) will be easily accommodated on the Project site. The Project Applicant has not made any Variance requests related to the self-storage or commercial/retail components of the Project.
6. **There are adequate provisions for public access, water, sanitation and public utilities and services to ensure that the proposed development would not be detrimental to public health, safety and general welfare** in that vehicular access/egress to/from the Project site will be provided via driveways positioned along Randolph Street and Wilmington Avenue. Pedestrian access will be available directly from new Project-associated sidewalks along Randolph Street. All utilities and public services will be available to the self-storage building and to the future commercial/retail building. Project development will include improvement of drainage facilities, curbs and gutters along the Randolph Street and Wilmington Avenue perimeters of the Project site and will be required to comply with all applicable Building Code requirements. Thereby, Project development and operation will not be detrimental to public health, safety and general welfare.
7. **The design, location, size and operating characteristics of the proposed development would not be detrimental to the public health, safety, or welfare of the City** in that as indicated in this Staff Report, Project operation will provide benefits to the City involving the following: improvement of the visual appearance of the 3.51-acre site (which currently contains deteriorated buildings, deteriorated landscaping; chain link fencing in various locations, and outdoor storage); bringing increased property tax revenue to the City; provision of additional employment and service opportunities for City residents; and, potentially serving to catalyze other owners of properties in the Project vicinity to upgrade uses and appearance of their properties. The City Building and Safety Department, City Public Works Department, and Huntington Park Police Department have reviewed the Project. Staff has included Conditions of Approval recommended by those

agencies, together with Conditions of Approval recommended by the Planning Department, to ensure Project development will not be detrimental to the public health, safety or welfare of the City of Huntington Park.

Conditional Use Permit:

1. **The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code** in that self-storage and various commercial uses are permitted, subject to an approved Conditional Use Permit, in the "Industrial/Manufacturing/Planned Development" (MPD) zoning district. Self-storage (and mini-storage) uses require an approved Conditional Use Permit. The purpose of the MPD zoning district is to provide for service commercial, business and industrial uses while achieving the following: a major economic base with employment concentrations generally served by arterial streets/roadways and freeways, in a manner consistent with the General Plan; adequate space to meet needs of industrial development, including off-street parking and loading; minimize traffic congestion and avoid overloading of utilities; protect adjacent areas from excessive illumination, noise, odor, smoke, unsightliness and other objectionable influences; and, promote high standards of site planning, architecture and landscape design for industrial developments with the City in compliance with the design guidelines contained within the General Plan. The Project will provide new storage facility options within the MPD zone and community. The Project complies with all development standards (pertaining to such categories as building height, building setbacks, parking and landscaping) of the MPD zoning district. No Variances are requested or necessary to realize the proposed Project.
2. **The proposed use is consistent with the General Plan** in that the Project is consistent with the assigned Manufacturing General Plan Land Use Community Development Element designation. The Project is consistent with Land Use Element Goal 1.0: Policy 1.3 by improving and expanding the City industrial base and by creating new areas for compatible industrial uses through both redevelopment and private enterprise. Proposed redevelopment of the Project site will improve the condition of the property and result in increased property value/taxes for the City.

   The Project also is consistent with Land Use Element Goal 2.0, Policy 2.4 by requiring external lighting of commercial and industrial properties be isolated to the Project site and not adversely impact adjacent land uses with light spillover or glare. Staff has included a Condition of Approval that will ensure all Project lighting illumination will be confined to the Project site.

   In addition, the Project is consistent with Land Use Element Goal 3.0, Policy 3.2 in that the Project promotes vigorous enforcement of City codes, including building, zoning and health and safety, to promote property maintenance by providing new infrastructure on the Project site and adjacent to the Project site to meet development standards in the designated MPD property. The Applicant will provide new improvements to the 3.51-acre Project site that will include a new building, new landscaping, new fencing and new lighting.
3. **The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines** in that the Project development and operation are categorically exempt (Class 32) from requirements of the California Environmental Quality Act. CEQA Guidelines Class 32 provisions apply, as follows:
   - The Project site is smaller than 5 acres
   - The Project site is surrounded by urban development
   - The Project is consistent with the Industrial Planned Development City of Huntington Park General Plan

land use designation for Project site, with all applicable General Plan policies, and with applicable "Industrial/Manufacturing/Planned Development" (MPD) zoning district regulations.

- The Project site has no value as habitat for endangered, rare, or threatened species.
- Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- The Project site can be adequately served by all required utilities and public services.

4. **The design, location, size and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience or welfare of the City** in that the Project site is 3.51 acres in area. Project design involves demolition of all buildings and accessory structures on the property, and construction of a three-story, 260,106 square foot self-storage facility with 835 square foot leasing office, 15 parking spaces, 3 loading spaces, and creation of an adjacent 0.46-acre retail pad that would accommodate a future 4,500-6,000 square foot retail use with parking lot on an irregularly shaped portion of the Project site. within a wholly urbanized area. As indicated previously, Project development and operation qualify for a Class 32 Categorical Exemption from requirements of the California Environmental Quality Act. No significant impacts to air quality, noise, traffic, or water quality would result from Project development or Project operation, as discussed in this Staff Report. City Standard Conditions and regulations will ensure no impacts will become significant. Thereby, Project development and operation would not be objectionable or detrimental to other permitted uses (industrial, commercial, and public) operating nearby or adverse to the public interest, health, safety, convenience or welfare of the City.
5. **The subject site is physically suitable for the type and density/intensity of use being proposed** in that the Project site consists of four parcels that occupy 3.51 acres (153,033 square feet). The Project site has irregular property lines along its easterly boundary, but is of sufficient size and shape to provide a rectangular parcel for the proposed self-storage facility and an irregularly shaped parcel in its northeastern corner that would accommodate a small commercial building. The Lot Line Adjustment will facilitate arrangement of the property to accommodate the currently-proposed self-storage use and the future commercial/retail use. The self-storage parcel will consist of a gross site area of 3.05 acres, which is an adequate size to accommodate the three-story 266,016 square foot building while meeting Municipal Code requirements pertaining to building height, building setback, loading, parking and fire access. All structural and supporting uses (loading areas; parking; landscaping) will be easily accommodated on the Project site. The Project Applicant has not made any Variance requests related to the self-storage or commercial/retail components of the Project.
6. **There are adequate provisions for public access, water, sanitation and public utilities and services to ensure that the proposed use would not be detrimental to public health, safety and general welfare** in that Vehicular access/egress to/from the Project site will be provided via driveways positioned along Randolph Street and Wilmington Avenue. Pedestrian access will be available directly from new Project-associated sidewalks along Randolph Street. All utilities and public services will be available to the self-storage building and to the future commercial/retail building. Project

development will include improvement of drainage facilities, curbs and gutters along the Randolph Street and Wilmington Avenue perimeters of the Project site and will be required to comply with all applicable Building Code requirements. Thereby, Project development and operation will not be detrimental to public health, safety and general welfare.

SECTION 3: The Planning Commission hereby approves Resolution No. **2020-07**, subject to the execution and fulfillment of the following Conditions:

PLANNING

1. That the property owner and Applicant shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, its officers, employees and agents from all claims, actions, or proceedings against the City to attack, set aside, void, annul, or seek damages arising out of an approval of the City, or any agency or commission thereof, concerning this project. City shall promptly notify both the property owner and Applicant of any claim, action, or proceeding to which this condition is applicable. The City shall cooperate in the defense of the action, while reserving its right to act as it deems to be in the best interest of the City and the public. The property owner and Applicant shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study, or for supplementing or revising any document, including, without limitation, environmental documents. If the City's legal counsel is required to enforce any condition of approval, the Applicant shall pay for all costs of enforcement, including legal fees.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed use shall comply with all applicable City, County, State and Federal codes, laws, rules, and regulations, including Health, Building and Safety, Fire, Sign, Zoning, and Business License.

4. The use shall be conducted, and the property shall be maintained, in a clean, neat, quiet, and orderly manner at all times and shall comply with the property maintenance standards as set forth in Section 9-3.103.18 and Title 8, Chapter 9 of the Huntington Park Municipal Code.

5. The Applicant shall be required to apply for a new entitlement if any substantial alteration, modification or expansion would result in more substantial or new environmental impacts.

6. All new signs on the Project site shall be installed in compliance with the City sign regulations and approval obtained via a Sign Design Review prior to installation of said signs.

7. The Applicant shall comply with all the provisions of Title 7, Chapter 9 of the Huntington Park Municipal Code relating to Storm Water Management. The Applicant also shall comply with all requirements of the National Pollutant Discharge Elimination System (NPDES). Model Programs, developed by the County of Los Angeles Regional Water Quality Board. This includes compliance with the City's Low Impact Development (LID) requirements.

8. All proposed on-site utilities, including electrical and equipment wiring, shall be installed underground and/or routed along the ground floor and shall be completely concealed from public view as required by the City prior to authorization to operate.

9. Any existing and/or future graffiti, as defined by the Huntington Park Municipal Code Section 5-27.02(d), shall be diligently removed within a reasonable time period.

10. All unmaintained landscaping material shall be replaced with new landscape materials. The Applicant shall submit a landscape plan prepared by a licensed landscape architect.

11. All proposed landscaping material shall comply with the Title 9, Chapter 3, and Article 4 of the Huntington Park Municipal Code. The landscape plan shall be revised to the size of each material proposed.

12. The operator shall obtain a City of Huntington Park Business License prior to commencing business operations.

13. No outside storage shall be permitted on the subject site.

14. No payphones shall be allowed on the subject site.

15. This entitlement shall be subject to review for compliance with conditions of the issuance at such intervals as the City Planning Commission shall deem appropriate.

16. Violation of any condition of this entitlement may result in a citation(s) and/or revocation of the entitlement.

17. This entitlement may be subject to additional conditions after its original issuance. Such conditions shall be imposed by the City Planning Commission as deemed appropriate to address operations, aesthetics, security, noise, safety, crime control, or to promote the general welfare of the City.

18. This entitlement shall expire in the event it is not exercised within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission.

19. If the use ceases to operate for a period of six (6) months the entitlement shall be null and void.

20. The Applicant shall comply with all applicable property development standards including, but not limited to, outdoor storage, fumes and vapors, property maintenance, and noise.

21. The Director of Community Development is authorized to make minor modifications to the approved development plan or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.

22. The Applicant and property owner agree in writing to the above conditions.

23. The Applicant shall submit design for on-site public art to the Director of Community Development, who shall forward it to the City Planning Commission for consideration. Said design shall be approved by the City Planning Commission prior to issuance of a Building Permit and shall be installed on the Project site prior to issuance of a Certificate

of Occupancy. Applicant, Developer, or Tenant shall be responsible for maintenance of said art in a manner approved by the City Planning Commission.

24. Prior to submittal of a discretionary application for future development of the retail component of this Project, the Applicant/Developer shall submit a Lot Line Adjustment prepared by a State-Licensed Land Surveyor.

25. Prior to issuance of a Building Permit, the Applicant/Developer shall submit a Lighting Plan to the Director of Community Development for his/her approval. Said Lighting Plan shall ensure all Project illumination will be confined to the Project site.

26. The Applicant/Developer shall implement the following recommendations, as contained in the Phase I Hazards Assessment prepared for the Project site:

    a. Project Applicant/Developer should conduct a subsurface investigation of the shallow soil in the anticipated depth of grading to understand the potential for unknowns that could be unearthed during future development so that a plan can be developed.
    b. Project Applicant/Developer should conduct an asbestos survey prior to demolition.
    c. Project Applicant/Developer should conduct discussions with Shell and the Department of Toxic Substances Control pertaining to requirements for future remedial action so such plans can be incorporated and integrated into future development.

    d. Project Applicant/Developer should include a vapor mitigation system in designs for future building(s) to be constructed on the Project site, including an Operations and Maintenance Plan and Cost Estimate for future implementation.

27. Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while

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

PUBLIC WORKS

The following Conditions and public improvements will be required to be performed and completed in an acceptable manner to the City in accordance with all applicable rules and laws. Federal, State, County and local laws and regulations for project implementation must be adhere to throughout the duration of the project. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect public health and safety.

28. Applicant shall file a Lot Merger/Lot Line Adjustment of APN #6009-031-002, 6009-031-003, 6009-031-006, and 6009-034-05.

29. Applicant shall file all on-site and off-site improvement plans, including though not limited to grading plans. Low Impact Development (LID), Stormwater Pollution Prevention Plan (SWPPP), street improvement plans and lot merger/lot line adjustment map check and post fees per City Fee Schedule with the Building Department.

    a. Upon approval of all necessary reports, improvement plans and recordable documents by the Building Department, Applicant agrees to obtain necessary building and Public Works encroachment permits and post permit/inspection fees.

30. The removal and re-construction of driveways and public street improvements shall meet all City Engineering requirements. The Project shall be required to reconstruct street parkway improvements along the Project frontage to the nearest off-site joint. Driveways shall conform to Public Works Standards, which provide for 4-foot Americans with Disabilities (ADA) sidewalk. Design shall match existing score-joint pattern. The reconstruction of the curb/gutter shall require a 2-foot trench to all forming along the street.

31. Applicant shall process public improvement plans, prepared by a registered civil engineer, for Wilmington Avenue and Randolph Street and shall reflect sewer laterals, water services (fire and domestic) and trench resurfacing per GreenBook Standards. Applicant shall grind (2 inches) existing AC and overlay to center of street at completion of Project.

32. Grading plans signed by the Registered Civil Engineer preparing the plans.

a. Drainage shall be directed away from the faces of cut and fill slopes or into approved drainage structures. The faces of cut and fill slopes also shall be manufactured to control against erosion. This control may consist of stepping or another surface protection, as approved by the City Engineer. The protection for the slopes shall be installed within 15 days after completion of the rough grading.

b. No grading permit shall be issued without an Erosion Control Plan. The Erosion Control Plan shall include details of protective measures, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to protect the water quality of receiving water bodies or to protect adjoining public and private property from damage from erosion, flooding or the deposition of mud or debris which may originate from the site or result from such grading operations.

c. Grading Plans shall incorporate a Construction Best Management Practices (BMP) Plan, designating construction storage, trash bin, etc.

d. On-Site Groundwater Monitoring Wells, including legally removed, permanent, temporary and active wells, must be depicted on all site plans, grading plans, and all other relevant plans. Include a legend that demonstrates ownership, date installed, and type of monitoring well and all other relevant information.

e. Engineer to show the location of the sewer mainline, nearest manholes, lateral serving the Project and configuration of the on-site sewer including diameter and material of the on-site sewer.

I. Sewer cleanouts must be positioned at 100-foot intervals on the later coming off the main sewer line.

II. If required, Applicant must obtain County Sanitations District of Los Angeles clearance.

f. All parking lots and driveways shall be surfaced with asphaltic concrete to a minimum thickness of three (3) inches over a minimum aggregate base of six (6) inches or surfaced with Portland Cement Concrete (PCC) with a minimum thickness of five (5) inches over a three (3) inch aggregate base. After review of the probable vehicular traffic and the soils report for the Project, additional material may be required at the discretion of the City Engineer.

g. Public improvements will be generated on the basis of the approved site plan. PCC pavement and asphalt-concrete (A.C.) thicknesses and strengths will be determined by the Registered Civil Engineer (project engineer of record) preparing the street plans and utility improvement plans.

    i. City Engineer requires pavement resurfacing of half the roadway width along frontage roadways.

    ii. All traffic markings, street striping, street signs, legends and curb painting on streets adjacent to the proposed development shall be restored as directed by the City Engineer.

h. Add standard sidewalk and curb & gutter adjacent to the development per Los Angeles County or American Public Works Association (APWA) standard plans and specifications.

    i. Site frontage & offsite transition-curb & gutter.

    ii. Site frontage & offsite transition- sidewalk.

    iii. Two commercial driveway approach.

i. Comply with the City's ordinance pertaining to construction debris recycling. Contact the Building & Safety Department for additional information pertaining to the Construction & Demolition Debris Diversion Program. The Construction Historical & Demolition Debris Diversion Program is also applicable with respect to the grading process.

j. Applicant shall process a drainage technical study, prepared by registered civil engineer. The drainage patterns from adjacent properties shall be identified and maintained. The project shall accept and include in the drainage design any current drainage from adjacent properties.

k. Preserve existing survey monuments (property corners, centerline ties, etc.) in the public right of way. All disturbed and removed survey monuments in the public right of way shall be re-established and record of survey shall be filed with the County surveyor in accordance with applicable provisions of the state law.

l. All USA/Dig Alert graffiti markings must be removed by the contractor from the sidewalk, curb & gutter and/or asphalt pavement prior to final approval.

m. Written notarized permission must be obtained from the adjacent property owner where **grading or drainage is proposed on the adjacent property not owned by the** applicant/permittee.

33. It is the Applicants' responsibility to contact the Water Purveyor to obtain approval of service and that the purveyor has adequate water to provide such service. Provide acceptable analysis to verify sufficient water pressure and flow for:

    a. General conditions

    b. During MID (maximum instantaneous demand) conditions

    c. During fire flow and MID conditions

    d. Water supply system serving the development shall be adequately sized to accommodate the total required commercial water requirements and fire flows, in compliance with the Water Purveyor and Los Angeles County Fire Department requirements.

    e. All existing water services (meters) no longer required as part of this development shall be abandoned at the mainline.

f. Reduced Pressure Backflow Preventers will be required for all water services. An approved reduced pressure principal back-flow prevention device shall be installed above grade in the customer's service line by his contractor as close as practical to the water meter and shall be between the water meter and the first point of connection to the service. The device shall be located onsite fronting the property

34. The Storm Water Pollution Prevention Plan (SWPPP) is a document that addresses water pollution control for a construction project. The Construction General Permit (CGP) requires that all stormwater discharges associated with construction activity, where said activity results in soil disturbance of one acre or more of land area, must be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The CGP requires the development of a project-specific SWPPP. The SWPPP must include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document must be written by a Qualified SWPPP Developer (QSD). The City requires that a Water Pollution Control Manager (WPC Manager) be responsible for the implementation of a SWPPP. The WPC Manager must have the same qualifications as a QSD. For further details pertaining to the State of California's requirement, please visit the following website: https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp

    a. A Waste Discharge Identification Number (WDID#) must be obtained prior to commencing any work.

33. Low Impact Development (LID) is a requirement of the NPDES Permit No. CAS004001, Order No. ORDER NO. R4-2012-0175. This permit was issued by the State of California Regional Water Quality Control Board, Los Angeles Region on December 28, 2012. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues. Once the site has been developed, how will runoff be maintained? Was there a system that was designed to treat the runoff prior to discharging into the public system? Best Management Practices (BMPs) should be implemented to address storm water pollution and peak flow discharge impacts. All BMPs must be sized to meet specified water quality design and/or peak flow discharge criteria.

    a. Filtration and infiltration methods must be used to defray a large percentage of the storm water runoff into the storm drain system.

35. Preliminary soils investigation prepared by a licensed Geotechnical engineer.

    a. The soil engineering report shall include data specifically regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary, and opinions and recommendations covering adequacy of sites to be developed by the proposed grading.

36. Geological investigation prepared by a licensed Engineering Geologist.

    a. A preliminary engineering geology and/or seismic safety report, prepared in accordance with Los Angeles County guidelines, is required if the subdivision

lies within a “medium risk” or “high risk” geologic hazard area, as shown on maps on file contained within the safety element of Los Angeles County.

36. Hydrology and Hydraulic Report for any drainage devices.

    a. A Hydrology Study Report, based on a 50-year frequency design storm for Capitol Facilities and a 25-year frequency design storm for all other instances as dictated by the LA County DPW 2006 Hydrology Manual, must be submitted to the Engineering Division. The study must provide hydraulic calculations based on the given area and the ability of the existing storm drain infrastructure to receive and support the allotted drainage runoff. Drainage calculations shall adhere to City of Huntington Park standards, NPDES, and environmental regulations and requirements.

37. Applicant shall obtain approval from the Los Angeles Fire Department (LACFD) for development’s fire protection, fire flow requirements, access road(s) for development, etc. and shall construct all Fire Department required improvements.

38. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, and to benefit the public.

LOS ANGELES COUNTY FIRE DEPARTMENT

39. All requirements, as seemed necessary by the Los Angeles Department of Fire during the Plan Check process shall be complied with.

40. Review and approval by the County of Los Angeles Fire Department Fire Prevention Engineering Section Building Plan Check Unit shall be required for this project prior to building permit issuance.

BUILDING AND SAFETY

41. The building shall be protected by automatic fire sprinklers throughout.

42. The initial plan check fee with cover the initial plan check and one recheck **only**. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule.

43. The cover sheet of building plans (Sheet 1) is to list all Conditions of Approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

44. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the Building Permit. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the Building Permit.

45. Recycling deposit shall be filed prior to issuance of the Building Permit to the satisfaction of the recycling coordinator.

46. Approval is required from the Los Angeles County Health Department for food storage.

47. Fees for Grading Permit including a grading bond shall be paid to the City prior to issuance of the Grading Permit.

48. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

49. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

50. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicted on the firs sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepared to receive fill;

    b. Observation of the removal of all unsuitable soils and other materials;

    c. The approval of soils to be used as fill material;

    d. Inspection of compaction and placement of fill;

    e. The testing of compacted fills; and,

    f. The inspection of review of drainage devices.

51. The Owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.

52. Prior to permit issuance the pdf copy of the Soils Report shall be provided by the Applicant.

53. A Grading and Drainage Plan shall be approved prior to issuance of the Building Permit. The Grading and Drainage Plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water. The Grading Plans will be reviewed and approved by the City Public Works Department and Building and Safety Department.

54. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories shall comply with City Low Impact Development (LID) requirements.

    m. Where redevelopment results in an alteration to more than fifty (50) percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated
    .

ii. Where redevelopment results in an alteration of less than fifty (50) percent of impervious surfaces of a previously existing development, and the existing development was not subject

o post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

55. The Building Permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.

56. The building shall comply with all the applicable provisions for accessibility.

57. Electrical plan check is required.

58. Mechanical plan check is required.

59. Plumbing plan check is required.

60. Plumbing fixtures shall be provided as required by the Chapter 4 of the California Plumbing Code.

61. The Project shall comply with the CalGreen Non-Residential mandatory requirements.

62. Demolition Permit is required for any existing buildings to be demolished.

63. Fire Sprinkler System is required: (a) All fire sprinkler hangers must be designed and their locations approved by an engineer or an architect. Calculations must be provided indicating the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indicating this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the Building Permit. (b) Separate permit is required for Fire Sprinklers. (c) Fire sprinkler and alarm systems must be reviewed and approved by the Los Angeles County Fire Department.

64. Since all the exterior walls will be fire rated for this facility, therefore, the exterior doors must be fire rated to be compatible with the fire rated wall. On the plans, indicate the fire-rated walls, floor-ceiling assemblies, and/or roof-ceiling assemblies with the required fire-rating in compliance with CBC Table 601.

65. Specify the minimum height for the continuous parapet around this facility on all building exterior elevations.

66. Foundation inspection will not be made until setback on all sides of the building have been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOT IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
67. Building area or portion thereof on the first floor used exclusively for storage of delivery vehicle and for loading/unloading shall be classified as Group S-2 Occupancy enclosed parking garage.

68. Each portion of a building shall be individually classified in accordance with Section 302.1. Where a building contains more than one occupancy group, the building or portion thereof shall comply with the applicable provisions of Section 508.2, 508.3 or 508.4, or a combination of these sections.

69. It is the Applicant's responsibility to contact the Water Purveyor to obtain approval of service and that the purveyor has adequate water to provide such service. Provide acceptable analysis to verify sufficient water pressure and flow for:

a. General conditions

b. During MID (Maximum Instantaneous Demand) conditions

c. During fire flow and MID conditions

d. Water supply system serving the development shall be adequately sized to accommodate the total required commercial water requirements and fire flows, in compliance with the Water Purveyor and Los Angeles County Fire Department requirements.

e. All existing water services (meters) no longer required as part of the development shall be abandoned at the mainline.

f. Reduced Pressure Backflow Preventers will be required for all water services. An approved reduced pressure principal back-flow prevention device shall be installed above grade in the customer's service line by his contractor as close as practical to the water meter and shall be between the water meter and the first point of connection to the service. The device shall be located on-site fronting the property.

g. The Storm Water Pollution Prevention Plan (SWPPP) is a document that addresses water pollution control for a construction project. The Construction General Permit (CGP) requires that all storm water discharges associated with construction activity, where said activity results in soil disturbance of one acre or more of land area, must be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The CGP requires the development of a project-specific SWPPP. The SWPPP must include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document must be written by a Qualified SWPPP Developer (QSD). The City requires that a Water Pollution Control Manager (WPC Manager) be responsible for the implementation of a SWPPP. The WPC Manager must have the same qualifications as a QSD. For further details pertaining to the State of California's requirement, please visit the following website: https//smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp.

h. A Waste Discharge Identification Number (WDID#) must be obtained prior to commencing any work.

70. Low Impact Development (LID) is a requirement of the NPDES Permit No. 3CAS004001, Order No. R4-20120-0175. This Permit was issued by the State of California Regional Water Quality Control Board, Los Angeles Region on December 28, 2012. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues. Once the site has been developed, how will runoff be maintained? Was there a system that was designed to treat the runoff prior to discharging into the public system? Best Management Practices (BMP) should be implemented to address storm water pollution and peak flow discharge impacts. All BMP must be sized to meet specified water quality design and/or peak flow discharge criteria.

a. Filtration and infiltration methods must be use to defray a large percentage of the storm water runoff into the storm drain system.

71. Preliminary soils investigation prepared by a licensed Geotechnical Engineer.

    a. The Soil Engineering Report shall include data specifically regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary, and opinions and recommendations covering adequacy of sites to be developed by the proposed grading.

72. Geological investigation prepared by a licensed Engineering Geologist.

    a. A Preliminary Engineering Geology and/or Seismic Safety Report, prepared in accordance with Los Angeles County guidelines, is required if the subdivision lies within a “medium risk” or “high risk” geologic hazard area, as shown on maps on file contained within the Safety Element of Los Angeles County.

73. Hydrology and Hydraulic Report for and drainage devices.

    a. A Hydrology Study Report, based on a 50-year frequency design storm for Capital Facilities and a 25-year frequency design storm for all other instances as dictated by the Los Angeles County DPW 2006 Hydrology Manual, must be submitted to the Engineering Division. The Study must provide hydraulic calculations based on the given area and the ability of the existing storm drain infrastructure to receive and support the allotted drainage runoff. Drainage calculations shall adhere to City of Huntington Park standards, NPDES, and environmental regulations and requirements.

74. The Applicant shall obtain approval from the Los Angeles Fire Department (LACFD) for the development’s fire protection, fire flow requirements, access road(s) for development, etc. and shall construct all Fire Department required improvements.

75. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, an d to benefit the public.

CODE ENFORCEMENT

76. No loitering is allowed on the Project site.

77. The Applicant shall post “No Trespassing” signs along the perimeter of the Project site.

78. The Applicant shall ensure a 602 Form (No Trespassing Form) is signed and on file at all times with the City of Huntington Park Police Department.

79. The Applicant shall provide sufficient lighting around the perimeter of the Project site and in all parking areas.

80. The Applicant shall ensure signs are maintained properly at all times.

81. All office area windows must have graffiti film adhered.

82. Security guard/securing cameras must be installed on the Project site for anti-theft protection.

83. The Applicant shall keep the trash bins secured and trash enclosures cleaned at all times.

LOS ANGELES COUNTY FIRE DEPARTMENT

84. All requirements, as seemed necessary by the Los Angeles Department of Fire during the Plan Check process shall be complied with.

SECTION 5: This Resolution shall not become effective until 15 days after the date of decision rendered by the Planning Commission, unless within that period of time it is appealed to the City Council. The decision of the Planning Commission shall be stayed until final determination of the appeal has been made by the City Council.

SECTION 6: The Secretary of the Planning Commission shall certify to the adoption of this Resolution and a copy thereof shall be filed with the City Clerk.

PASSED, APPROVED, AND ADOPTED this **28th** of **April, 2021** by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

HUNTINGTON PARK PLANNING COMMISSION

Jonathan Sanabria, Chairperson

ATTEST:

Sergio Infanzon, Secretary

PROJECT PLANS

EXHIBIT B **CASE NO.** 2020-07 CUP/DP

A DEVELOPMENT FOR

NORTH PALISADE PARTNERS

PROJECT DESCRIPTION

A LOT LINE ADJUSTMENT IS PROPOSED, WHERE 3.05 ACRES OF THE SITE WILL DEVELOP A THREE STORY SELF-STORAGE BUILDING WITH OFFICE, DRIVE-UP UNITS, AND FOUR RV PARKING SPACES. THE REMAINING PARCEL WILL BE DEVELOPED AS A RETAIL PAD. REQUEST FOR A VARIANCE ON THE REQUIREMENTS FOR TRASH/ RECYCLABLE MATERIALS STORAGE.

PROJECT INFORMATION

PROJECT ADDRESS:	1920 RANDOLPH STREET, HUNTINGTON PARK, CA 90001	
PARCEL APN:	6009-031-002; 6009-031-006 6009-034-005; 6009-031-003	
GROSS SITE AREA:	153,033 S.F.	OR 3.51 ACRES
SELF STORAGE SITE	133,026 S.F.	OR 3.05 ACRES
RETAIL PAD	20,007 S.F.	OR 0.46 ACRES
EXISTING ZONE:	MPD - INDUSTRIAL/ MANUFACTURING PLANNED DEVELOPMENT	
PROPOSED ZONE:	NO CHANGE	
EXISTING USE:	INDUSTRIAL	
PROPOSED USE:	SELF-STORAGE & RETAIL PAD	
FLOOR AREA RATIO MAXIMUM:	2:1	266,052 S.F.
FLOOR AREA RATIO PROPOSED:	1.96	(260,106 S.F. / 133,026 S.F.)
COVERAGE:	65.2%	(86,702 S.F. / 133,026 S.F.)
BLDG SETBACKS REQUIRED:		
FRONT:	5'	
SIDE (INTERIOR):	0'	
SIDE (WILMINGTON ST. SIDE):	0'	
REAR:	0'	
DISTANCE BETWEEN STRUCTURES:	0'	
PARKING THAT ADJOINS PUBLIC ROW:	5' LANDSCAPED PLANTING STRIP	
BLDG SETBACKS PROVIDED:		
FRONT:	7'-5" TO 26'-11"	
SIDE (INTERIOR):	61'-6"	
SIDE (WILMINGTON ST. SIDE):	2'	
REAR:	35'	
DISTANCE BETWEEN STRUCTURES:	N/A	
STRUCTURE HEIGHT MAXIMUM:	NONE	
STRUCTURE HEIGHT PROPOSED:	44'	

BUILDING AREA

EXISTING BLDG(S) TO BE DEMO'D:	50,626 S.F.	
PROPOSED BUILDING 1A (GROSS SQUARE FOOTAGE):		
1ST FLOOR STORAGE:	35,036 S.F.	
OFFICE:	835 S.F.	
2ND FLOOR STORAGE:	35,871 S.F.	
3RD FLOOR STORAGE:	35,871 S.F.	
TOTAL:	107,613 S.F.	
PROPOSED BUILDING 1B (GROSS SQUARE FOOTAGE):		
1ST FLOOR STORAGE:	50,831 S.F.	
2ND FLOOR STORAGE:	50,831 S.F.	
3RD FLOOR STORAGE:	50,831 S.F.	
TOTAL:	152,493 S.F.	
GRAND TOTAL (GSF):	260,106 S.F.	
PROPOSED RETAIL BUILDING:	4,500 S.F. TO 6,000 S.F.	

PARKING ANALYSIS

SELF-STORAGE		
PARKING REQUIRED:		
(S-1) PARKING NEXT TO OFFICE:		5 SP
2 SP PER GROUND FLOOR ENTRY:		4 SP
TOTAL REQUIRED:		9 SP
PARKING PROVIDED:		
ADA (9' X 18'):		1 SP
EV/CAV/VANPOOL:		1 SP
STANDARD (8.5' X 18.5'):		8 SP
COMPACT (8' X 16'):		0 SP
PARALLEL (9' X 24'):		0 SP
		10 SP
LOADING REQUIRED:		
GFA 25,001+ S.F.		(3) 10' X 25' X 14'H
LOADING PROVIDED:		3 SP
BICYCLE PARKING REQUIRED FOR INDUSTRIAL:		
RATIO TBD BY REVIEW AUTHORITY		
RETAIL BUILDING PARKING REQUIRED:	1:400	12-15 SP

BUILDING CODE ANALYSIS

APPLICABLE BUILDING CODES	
BUILDING CODE:	2019 CALIFORNIA BUILDING CODE
MECHANICAL CODE:	2019 CALIFORNIA MECHANICAL CODE
PLUMBING CODE:	2019 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE:	2019 CALIFORNIA ELECTRICAL CODE
ENERGY CODE:	2019 CALIFORNIA ENERGY CODE
FIRE CODE:	2019 CALIFORNIA FIRE CODE
GREEN BUILDING CODE:	2019 GREEN BUILDING STANDARDS CODE
PROPOSED BUILDING	
BUILDING CLASSIFICATION:	
OCCUPANCY GROUP:	S-1 - STORAGE
ACCESSORY:	M - MERCANTILE
CONSTRUCTION TYPE	II-B
FIRE SPRINKLERS:	YES
ROOFING CLASSIFICATION:	CLASS A
ALLOWABLE HEIGHT	
ALLOWABLE HEIGHT =	75' FULLY SPRINKLERED (TABLE 504.3)
PROPOSED BUILDING HEIGHT =	44'
ALLOWABLE # OF STORIES	
ABOVE GRADE PLANE =	3 STORIES ALLOWED (TABLE 504.4)
PROPOSED # OF STORIES =	3 STORIES

BUILDING AREA QUALIFICATION EQUATIONS

$A_A = [A_T + (NS \times I_F)] \times S_A$ (EQUATION 5-3)

A_A = ALLOWABLE AREA (S.F.)
A_T = ALLOWABLE AREA FACTOR (TABLE 506.2)
NS = ALLOWABLE AREA FACTOR FOR NON-SPRINKLERED BLDG. (TABLE 506.2)
I_F = AREA FACTOR INCREASE DUE TO FRONTAGE INCREASE (%)
S_A = 3 UNLESS PART OF GROUP A, E, H, I, L or R

$I_F = [F/P - 0.25] W/30$ (EQUATION 5-5)

I_F = AREA FACTOR INCREASE DUE TO FRONTAGE
F = BUILDING PERIMETER THAT FRONTS ON PUBLIC WAY OR OPEN SPACE HAVING A MINIMUM DIST. 20'-0"

$A_A = [52{,}500 + (17{,}500 \times 0.75)] \times 3$
$= (52{,}500 + 13{,}125) \times 3$
$= 65{,}625$ S.F. X 3 = 196,875 S.F.

PROPOSED AREA = 260,106 S.F. > 196,875 S.F.
FIRE WALL PROVIDED PER TABLE 706.4 CREATING (2) SEPARATE BUILDINGS 1A & 1B WITH 3-HOUR FIRE WALL

PROPOSED BUILDING 1A FOOTPRINT = 35,871 S.F. < 65,625 S.F.
PROPOSED BUILDING 1B FOOTPRINT = 50,831 S.F. < 65,625 S.F.

SHEET INDEX

ARCHITECTURAL
1) COVER SHEET
1.1) ALTA/ NSPS LAND TITLE SURVEY (SHEET 1 OF 1)
2) PLOT PLAN
3) CONCEPTUAL FIRST FLOOR PLAN
4) CONCEPTUAL SECOND FLOOR PLAN
5) CONCEPTUAL THIRD FLOOR PLAN
6) CONCEPT ELEVATIONS
7) CONCEPT VIEW
8) CONCEPTUAL LANDSCAPE PLAN
9) PLANTING IMAGE BOARD

DEVELOPER

NORTH PALISADE PARTNERS, LLC
1011 5TH STREET, SUITE 4
SANTA MONICA, CA 90403
CONTACT: BRIAN WONG
TEL: (310) 242-1612

ARCHITECT

KSP STUDIO
23 ORCHARD ROAD SUITE 200
LAKE FOREST, CA 92630
CONTACT: SHABNAM VAKILI
TEL: (949) 380-3970

LANDSCAPE ARCHITECT

EMERALD DESIGN
305 N. HARBOR BLVD. SUITE 222
FULLERTON, CA 92832
CONTACT: RYAN MARTIN
TEL: (714) 680-0417

CIVIL ENGINEER

DRC ENGINEERING, INC
160 OLD SOUTH OLD SPRINGS ROAD, SUITE 210
ANAHEIM HILLS, CA 92808
CONTACT: JAKE LAPPERT
TEL: (714) 685-6860 XT.356

VICINITY MAP

NOT TO SCALE

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

COVER SHEET

12.10.20

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

DATE OF FIELD SURVEY

DECEMBER, 2019

TAX PARCEL NO.

6009-031-002; 6009-031-006
6009-034-005; 6009-031-003

TITLE INFORMATION

THE TITLE INFORMATION SHOWN HEREON IS PER PRELIMINARY REPORT FOR TITLE INSURANCE ORDER NO. 00093493-994-LT2-JC DATED OCTOBER 15, 2020 AS PREPARED BY CHICAGO TITLE COMPANY, NEWPORT BEACH, CA [TITLE OFFICER: JORDAN CURIEL, TELEPHONE: (213) 488-4371] NO RESPONSIBILITY OF CONTENT, COMPLETENESS OR ACCURACY OF SAID PRELIMINARY REPORT IS ASSUMED BY THIS MAP OR THE SURVEYOR.

RECORD OWNER

SILVER & FRIEND, A CALIFORNIA GENERAL PARTNERSHIP, AS TO PARCEL 1-4; AND

BEN FRIEND AND ELEANOR FRIEND, TRUSTEES OF THE FRIEND FAMILY TRUST, AS TO PARCEL 5.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HUNTINGTON PARK, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT 2 OF TRACT NO. 8073, IN THE CITY OF HUNTINGTON PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 117 PAGES 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

LOT 16 OF TRACT NO. 8073, IN THE CITY OF HUNTINGTON PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 117 PAGES 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LOT 16, SOUTHEASTERLY OF A LINE PARALLEL WITH AND DISTANCE NORTHWESTERLY 1.50 FEET, MEASURED AT RIGHT ANGLES OR RADIALLY, FROM THE SOUTHEASTERLY LINE OF SAID LOT 16 AND THAT PORTION OF SAID LOT 16 LYING WESTERLY OF A LINE PARALLEL WITH AND DISTANT EASTERLY 1.50 FEET, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID LOT 16.

PARCEL 3:

LOT 1 OF TRACT NO. 8073, IN THE CITY OF HUNTINGTON PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 117 PAGES 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4:

THAT CERTAIN PARCEL OF LAND SITUATED IN THE CITY OF HUNTINGTON PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF TRACT 8073, AS SHOWN ON MAP RECORDED IN BOOK 117 PAGES 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEASTERLY CORNER OF LOT 1 OF SAID TRACT 8073, THENCE NORTH 5° 13' 05" WEST, ALONG THE EASTERLY LINE OF SAID LOT 1 A DISTANCE OF 204.53 FEET TO THE NORTHEASTERLY CORNER OF SAID LOT 1; THENCE SOUTH 83° 04' 10" EAST, ALONG THE SOUTHERLY LINE OF SOUTH ALLEY (30 FEET WIDE) AS SAID ALLEY IS SHOWN ON SAID MAP 18.92 FEET TO THE NORTHEASTERLY CORNER OF SAID THAT CERTAIN LAND 1.50 FEET WIDE, DESCRIBED IN DEED TO THE SOUTHERN PACIFIC RAILROAD COMPANY, RECORDED IN BOOK 15622 PAGE 316 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTH 5° 13' 05" EAST ALONG THE EASTERLY LINE OF SAID STRIP OF LAND (SAID EASTERLY LINE BEING DISTANT EASTERLY 1.50 FEET, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF LOT 16 OF TRACT NO. 8073) 202.22 FEET TO A POINT ON THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF AFORESAID LOT 1; THENCE SOUTH 89° 55' 50" WEST, ALONG SAID EASTERLY PROLONGATION, 18.57 FEET TO THE POINT OF BEGINNING. EXCEPT ALL MINERALS AND ORES IN OR UNDER SAID LAND INCLUDING ALL PETROLEUM, OIL, NATURAL GAS AND OTHER HYDROCARBON SUBSTANCES, BUT WITHOUT THE RIGHT TO USE THE SURFACE OF SAID LAND, AS RESERVED IN THE DEED FROM SOUTHERN PACIFIC COMPANY, RECORDED AUGUST 22, 1957 IN BOOK 55408 PAGE 62, OFFICIAL RECORDS.

PARCEL 5:

THAT PORTION OF LOT 3 OF TRACT NO. 8073, IN THE CITY OF HUNTINGTON PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 117 PAGES 24 AND 25 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING NORTHERLY OF A LINE PARALLEL WITH AND DISTANT SOUTHERLY 46.82 FEET FROM THE NORTH LINE OF SAID LOT.

TITLE EXCEPTIONS AND EASEMENTS

A-E TAXES

1 WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

2 EASEMENT(S) GRANTED TO SOUTHERN PACIFIC RAILROAD COMPANY FOR SPUR TRACKS AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT RECORDED IN BOOK 5658, PAGE 226, OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - PLOTTED HEREON AS [A])

PORTION OF THE EASEMENT AREA BEING QUITCLAIMED BY THE FOLLOWING DOCUMENTS:

RECORDED IN BOOK 15622, PAGE 316, OF OFFICIAL RECORDS;
RECORDED IN BOOK 15697, PAGE 56, OF OFFICIAL RECORDS;
RECORDED JULY 24, 1956, AS INSTRUMENT No. 3322, OF OFFICIAL RECORDS.

3 COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED IN BOOK 15171, PAGE 39, OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - SAID DOCUMENT CONTAINS RESTRICTIONS - SEE DOCUMENT FOR FULL PARTICULARS)

4 COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED IN BOOK 15697, PAGE 55, OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - SAID DOCUMENT CONTAINS RESTRICTIONS - SEE DOCUMENT FOR FULL PARTICULARS)

5 COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED IN BOOK 18766, PAGE 293, OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - SAID DOCUMENT CONTAINS RESTRICTIONS - SEE DOCUMENT FOR FULL PARTICULARS)

6 INTENTIONALLY DELETED.

7 A NOTICE THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE CITY OF HUNTINGTON PARK REDEVELOPMENT AGENCY AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT RECORDED DECEMBER 27, 2007 AS INSTRUMENT NO. 2007-2843589, OF OFFICIAL RECORDS.

(DOCUMENT AFFECTS - NOTHING TO PLOT - SEE DOCUMENT FOR FULL PARTICULARS)

8-9 INTENTIONALLY DELETED.

10-14 TITLE COMPANY STATEMENTS.

ALTA/NSPS TABLE "A" ITEM NOTES

ITEM 2 THE SITE ADDRESSES OBSERVED WHILE CONDUCTING THE SURVEY ARE:
1920 RANDOLPH STREET
5920 WILMINGTON AVENUE
6000 WILMINGTON AVENUE

ITEM 3 THE LAND SHOWN ON THIS SURVEY LIES ENTIRELY WITHIN FLOOD ZONE "X" (UN-SHADED), BEING DESCRIBED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" PER FLOOD INSURANCE RATE MAP (FIRM) - COMMUNITY PANEL NUMBER 06037C1805F, DATED SEPTEMBER 26, 2008.

ITEM 4 THE GROSS LAND AREA IS: 153,033 SF / 3.513 ACRES

ITEM 6(a) THE CURRENT ZONING CLASSIFICATION IS "MPD - MANUFACTURING PLANNED DISTRICT" PER THE CITY OF HUNTINGTON PARK'S PLANNING DEPARTMENT. THE BELOW INFORMATION WAS OBTAINED FROM THE CITY PLANNING DEPARTMENT WEBSITE ON 12/17/2019 AND IS AS FOLLOWS:

GROSS LOT AREA: 5,000 SF
FLOOR AREA RATIO MAXIMUM: 2:1
FRONT SETBACK: 5 FEET
ALL OTHER SETBACKS: 0 FEET
DISTANCE BETWEEN BUILDINGS: 0 FEET
STRUCTURE HEIGHT MAXIMUM: NONE

ITEM 6(b) SEE THE SURVEY PLAT FOR THE LOCATION OF SETBACK LINES.

ITEM 7(a) SEE THE SURVEY PLAT FOR EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL.

ITEM 7(b)(1) SEE THE SURVEY PLAT FOR THE SQUARE FOOTAGE OF THE EXTERIOR FOOTPRINT OF ALL BUILDINGS AT GROUND LEVEL.

ITEM 7(c) SEE THE SURVEY PLAT FOR THE MEASURED HEIGHT ABOVE GRADE OF ALL BUILDINGS.

ITEM 8 SEE THE SURVEY PLAT FOR ANY SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY.

ITEM 9 THE PARKING STRIPING ON THE SUBJECT PROPERTY IS TOO FADED TO ALLOW FOR CERTIFICATION OF THIS ITEM.

ITEM 13 SEE THE SURVEY PLAT FOR THE NAMES OF ADJOINING OWNERS.

ITEM 14 SEE THE SURVEY PLAT FOR THE DISTANCE TO THE NEAREST INTERSECTING STREET.

MONUMENT AND ESTABLISHMENT NOTES

● INDICATES FOUND MONUMENT AS NOTED BELOW.

(1) INDICATES SEARCHED, NOTHING FOUND. ESTABLISHED THE CENTERLINE INTERSECTION OF RANDOLPH STREET (NORTH) AND WILMINGTON AVENUE BY TIES PER PWFB 1021/5681.

(2) INDICATES FOUND SPIKE, NO WASHER, NO REFERENCE, DOWN 0.2'. SAID MONUMENT IS LOCATED NORTH 0°04'30" WEST, 0.31' EAST FROM THE CENTERLINE INTERSECTION OF RANDOLPH STREET (SOUTH) AND WILMINGTON AVENUE. SAID CENTERLINE INTERSECTION WAS ESTABLISHED BY TIES PER PWFB 1021/5075.

(3) INDICATES FOUND LEAD, TACK AND LA COUNTY ENGINEER'S TAG, NO REFERENCE, FLUSH, FITS TIES PER PWFB 1021/4994. ACCEPTED AS THE CENTERLINE INTERSECTION OF WILMINGTON AVENUE AND 60TH STREET.

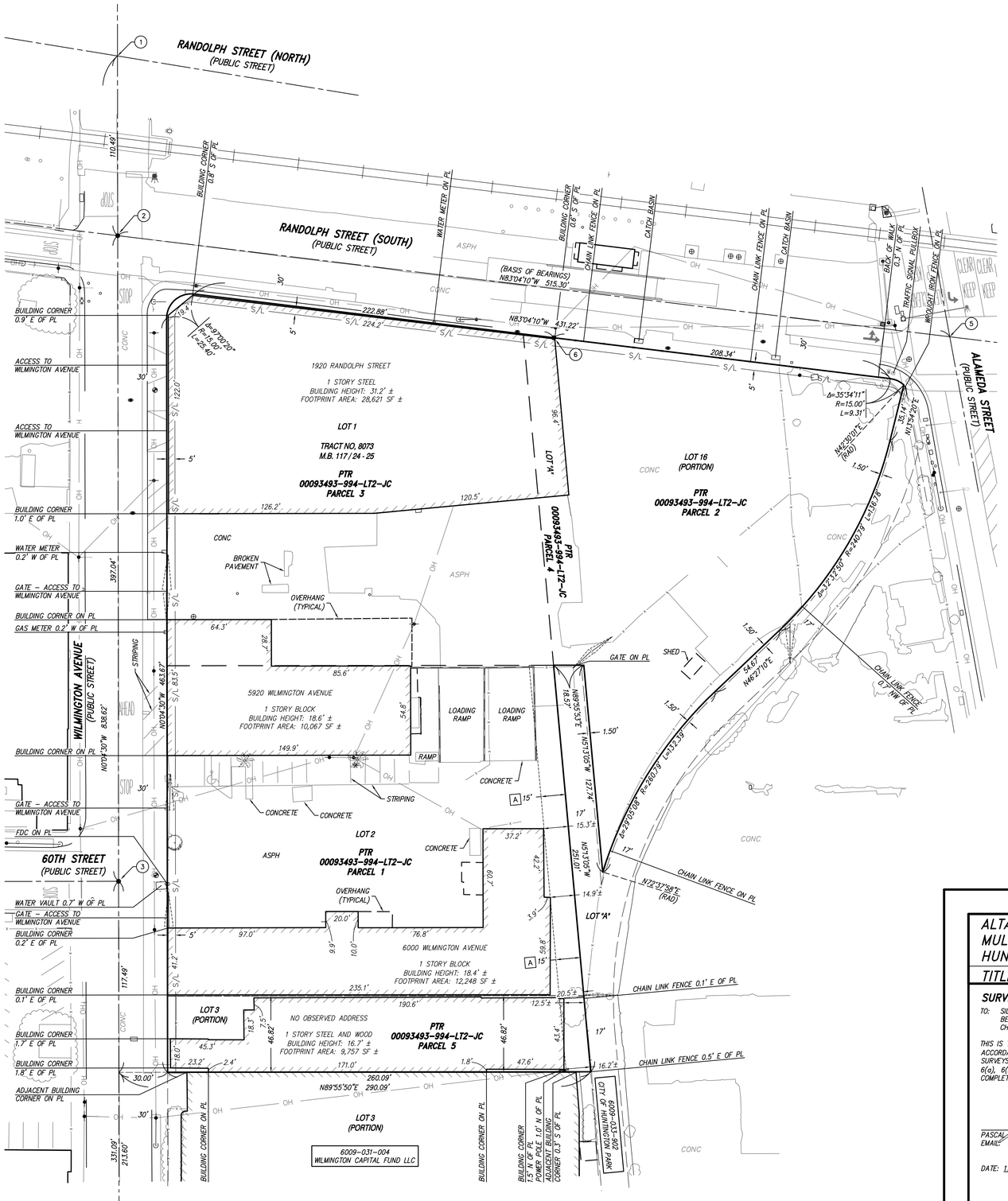
(4) INDICATES FOUND LEAD WITH HOLE, NO TACK OR TAG, NO REFERENCE, FLUSH. ACCEPTED AS THE CENTERLINE INTERSECTION OF WILMINGTON AVENUE AND 61ST STREET.

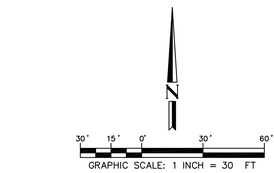
(5) INDICATES SEARCHED, NOTHING FOUND. ESTABLISHED THE CENTERLINE INTERSECTION OF RANDOLPH STREET (SOUTH) AND ALAMEDA STREET BY TIES PER PWFB 1021/5076.

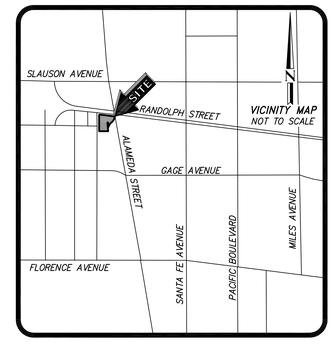
(6) INDICATES FOUND LEAD, TACK AND TAG STAMPED "LS 2996", NO REFERENCE, FLUSH. ACCEPTED AS POINT ON THE NORTH LINE OF TRACT NO. 8073, M.B. 117/24-25.

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF RANDOLPH STREET AS SHOWN ON TRACT NO. 8073, FILED IN MAP BOOK 117, PAGES 24 AND 25, BEING NORTH 83°04'10" WEST.







LINE LEGEND

- PROPERTY LINE
- CENTER LINE
- RIGHT-OF-WAY LINE / UNDERLYING LOT LINE
- TIE LINE
- EASEMENT
- S/L — SETBACK LINES
- PTR PARCEL LINE
- x — x — x — FENCE
- OH — OVERHEAD LINE
- BLOCK WALL
- BUILDING FOOTPRINT

SYMBOL LEGEND

- FIRE HYDRANT
- GATE
- GUY ANCHOR
- PALM TREE
- POWER POLE
- SIGN
- STREET LIGHT
- TREE
- TRAFFIC SIGNAL WITH ARM
- TRAFFIC SIGNAL ON POLE

MANHOLES
- SEWER
- UNKNOWN UTILITY

VALVES
- FIRE DEPARTMENT CONNECTOR
- GAS
- UNKNOWN VALVE

ABBREVIATIONS

ASPH	ASPHALT
CONC	CONCRETE
FDC	FIRE DEPARTMENT CONNECTION
PL	PROPERTY LINE
SF	SQUARE FEET

ALTA/NSPS LAND TITLE SURVEY
MULTIPLE ADDRESSES
HUNTINGTON PARK, CALIFORNIA
TITLE, BOUNDARY & TOPOGRAPHIC INFORMATION

SURVEYOR'S CERTIFICATE

TO: SILVER & FRIEND, A CALIFORNIA GENERAL PARTNERSHIP; BEN FRIEND AND ELEANOR FRIEND, TRUSTEES OF THE FRIEND FAMILY TRUST; AND CHICAGO TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 13 AND 14 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 12, 2019.

PASCAL R. APOTHELOZ, PLS 7734
EMAIL: papotheloz@drc-eng.com

LICENSED LAND SURVEYOR PASCAL R. APOTHELOZ LS 7734 STATE OF CALIFORNIA

DATE: 11/30/2020

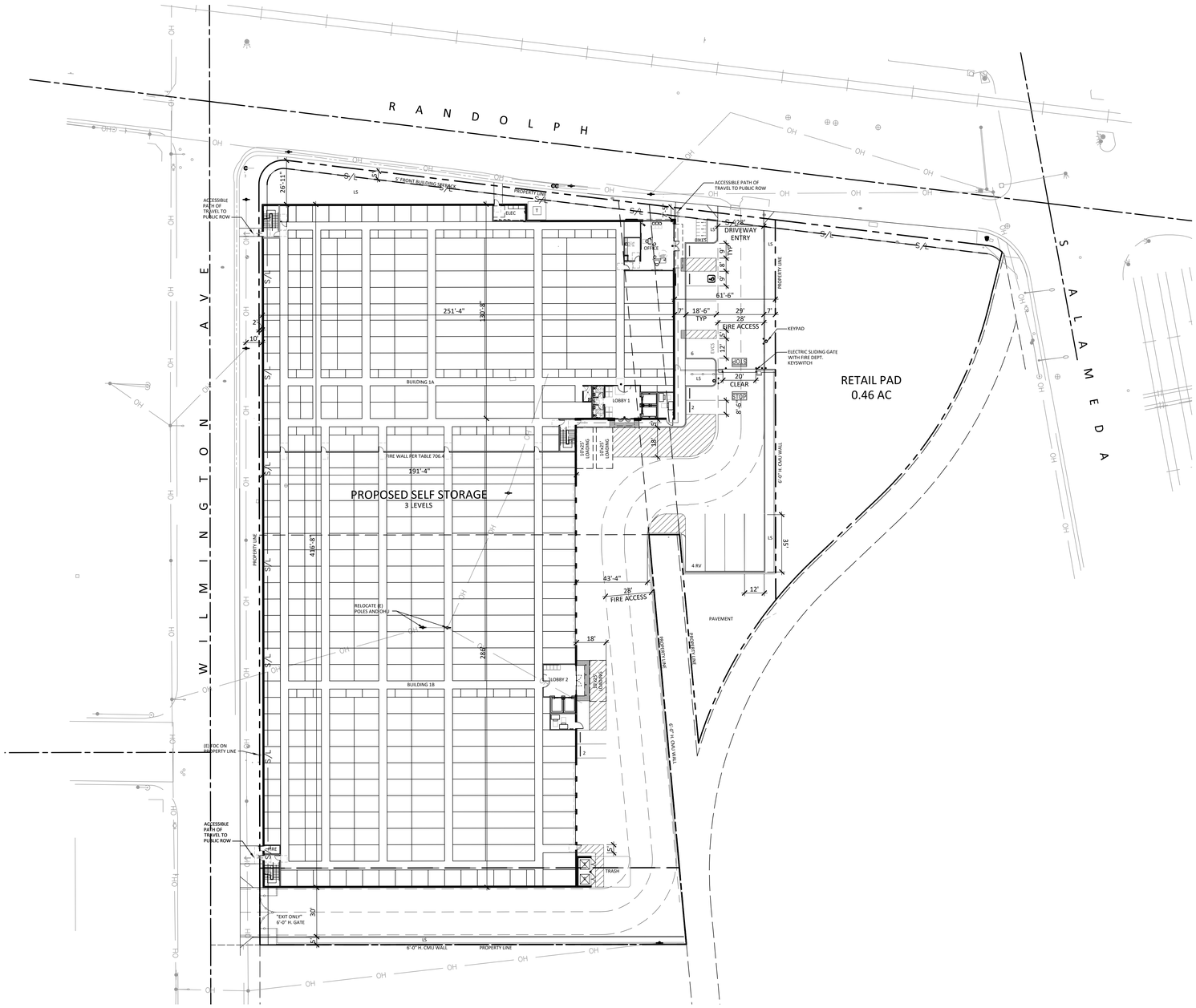
SHEET 1.1

NO.:	REVISION:	DATE:
1	REVISED EASEMENT "A" PLOTTING	4/8/2020
2	UPDATED TO NEW TITLE REPORT	11/30/2020

ISSUE: FINAL
DATE: 12/18/2019
DRAWN: MDS CHECKED: PRA
DRAWING FILE: 19-415alta101
PROJECT NO.: 19-415
SHEET NUMBER: 1 OF 1 SHEET
SCALE: 1" = 30'

DRC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning
160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

L:\2019\19-415 North Parkside Randolph Hunt Pk\AL\19-415alta101.dwg, Nov 30, 2020 - 2:41pm



NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

PLOT PLAN

12.10.20

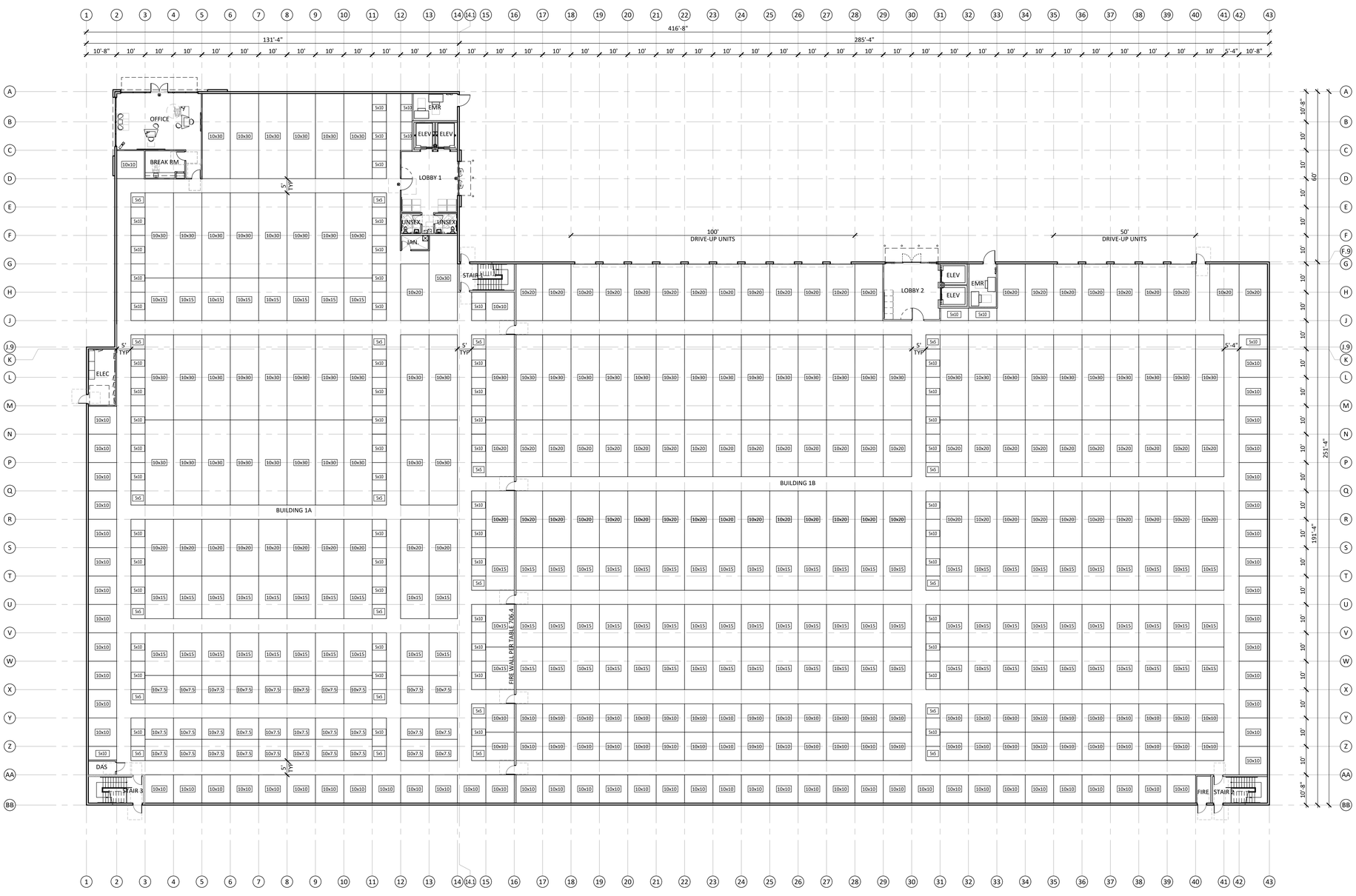
NORTH

0 15' 30' 60'

scale: 1" = 30'-0"

SHEET 2

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



UNIT MIX SCHEDULE 11-30-2020

PROJECT : Extra Space Storage - Randolph, Huntington Park

CLIMATE CONTROLLED UNITS

BUILDING	GROSS SF		5x5	5x10	10x7.5	10x10	10x15	10x20	10x30	UNITS	
1st Floor	86,702		22	62	30	116	103	98	60	491	
Storage Office	(835)										
2nd Floor	86,702		149	5	82	88	323	4	-	651	
3rd Floor	86,702		183	479	206	226	-	-	-	1,094	
UNITS			**354**	**546**	**318**	**430**	**426**	**102**	**60**	**2,236**	TOTAL UNITS
SF			25	50	75	100	150	200	300		
TOTAL SF	**259,271**		8,850	27,300	23,850	43,000	63,900	20,400	18,000	205,300	NET RENTABLE
% UNITS (#)			16%	24%	14%	19%	19%	5%	3%	100%	
% UNITS (SF)			4%	13%	12%	21%	31%	10%	9%	91.82	AVG UNIT
										79%	EFFICIENCY

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

CONCEPTUAL FIRST FLOOR PLAN

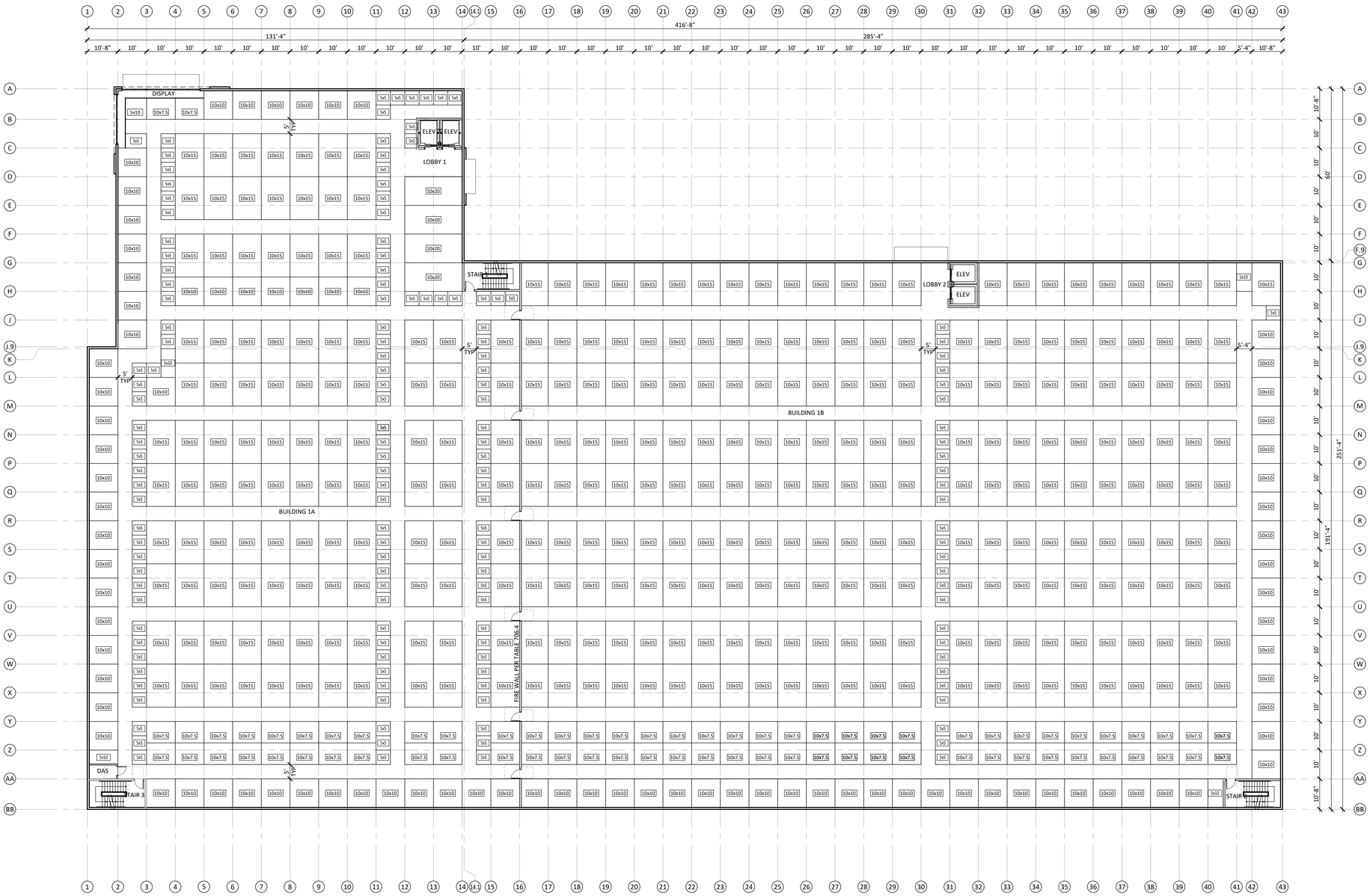
12.10.20

NORTH

0 4' 8' 16' 32'
scale: 1/16" = 1'-0"

SHEET 3

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



UNIT MIX SCHEDULE 11-30-2020

PROJECT : Extra Space Storage - Randolph, Huntington Park

CLIMATE CONTROLLED UNITS										
BUILDING	**GROSS SF**		**5x5**	**5x10**	**10x7.5**	**10x10**	**10x15**	**10x20**	**10x30**	**UNITS**	
1st Floor	86,702		22	62	30	116	103	98	60	491	
Storage Office	(835)										
2nd Floor	86,702		149	5	82	88	323	4	-	651	
3rd Floor	86,702		183	479	206	226	-	-	-	1,094	
UNITS			**354**	**546**	**318**	**430**	**426**	**102**	**60**	**2,236**	TOTAL UNITS
SF			25	50	75	100	150	200	300		
TOTAL SF	**259,271**		8,850	27,300	23,850	43,000	63,900	20,400	18,000	205,300	NET RENTABLE
% UNITS (#)			16%	24%	14%	19%	19%	5%	3%	100%	
% UNITS (SF)			4%	13%	12%	21%	31%	10%	9%	91.82	AVG UNIT
										79%	EFFICIENCY

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

CONCEPTUAL SECOND FLOOR PLAN

12.10.20

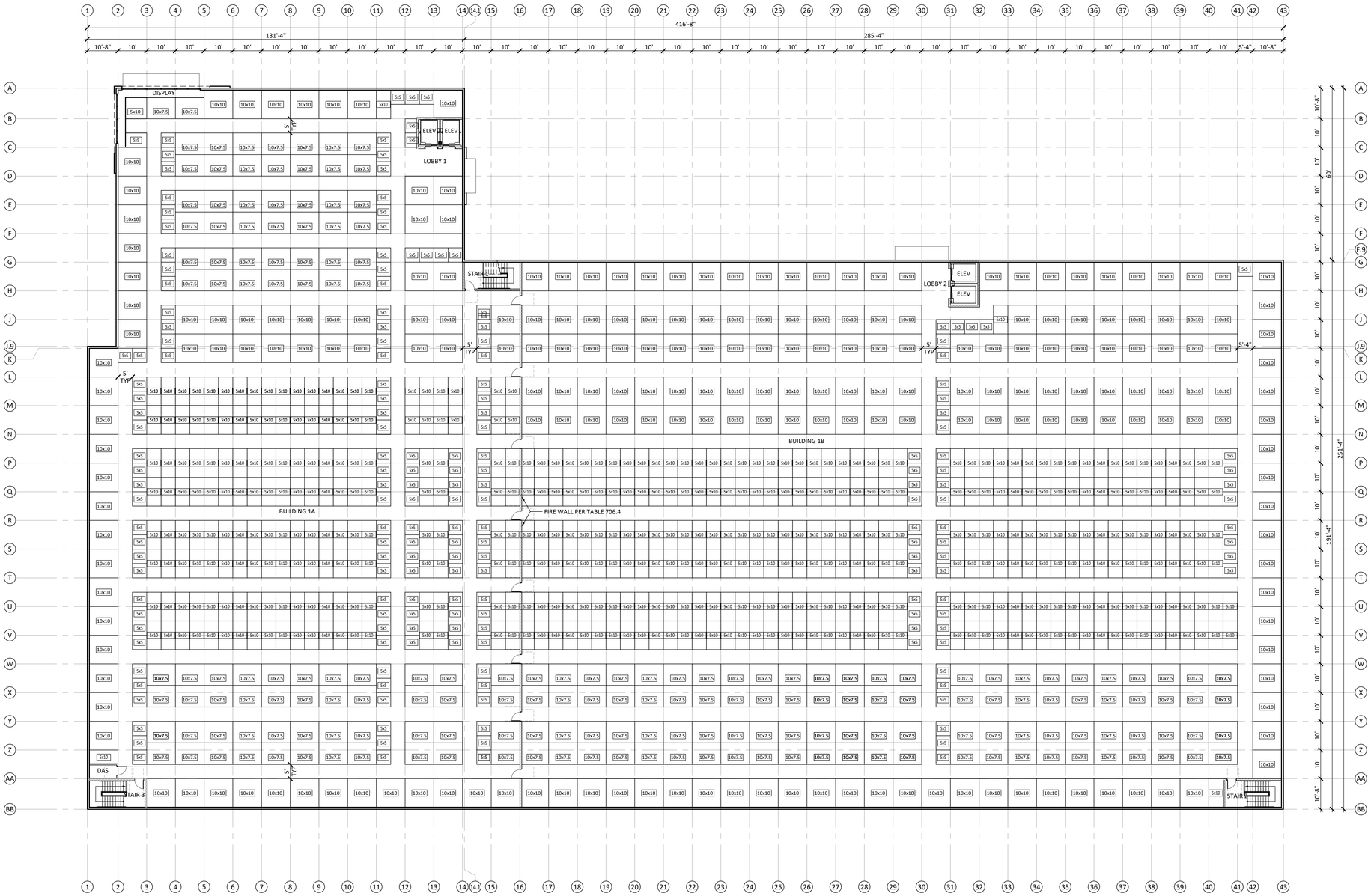
NORTH

0 4' 8' 16' 32'

scale: 1/16" = 1'-0"

SHEET 4

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



UNIT MIX SCHEDULE 11-30-2020

PROJECT : Extra Space Storage - Randolph, Huntington Park

CLIMATE CONTROLLED UNITS											
BUILDING	**GROSS SF**		**5x5**	**5x10**	**10x7.5**	**10x10**	**10x15**	**10x20**	**10x30**	**UNITS**	
1st Floor	86,702		22	62	30	116	103	98	60	491	
Storage Office	(835)										
2nd Floor	86,702		149	5	82	88	323	4	-	651	
3rd Floor	86,702		183	479	206	226	-	-	-	1,094	
UNITS			**354**	**546**	**318**	**430**	**426**	**102**	**60**	**2,236**	TOTAL UNITS
SF			25	50	75	100	150	200	300		
TOTAL SF	**259,271**		8,850	27,300	23,850	43,000	63,900	20,400	18,000	205,300	NET RENTABLE
% UNITS (#)			16%	24%	14%	19%	19%	5%	3%	100%	
% UNITS (SF)			4%	13%	12%	21%	31%	10%	9%	91.82	AVG UNIT
										79%	EFFICIENCY

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

CONCEPTUAL THIRD FLOOR PLAN

12.10.20

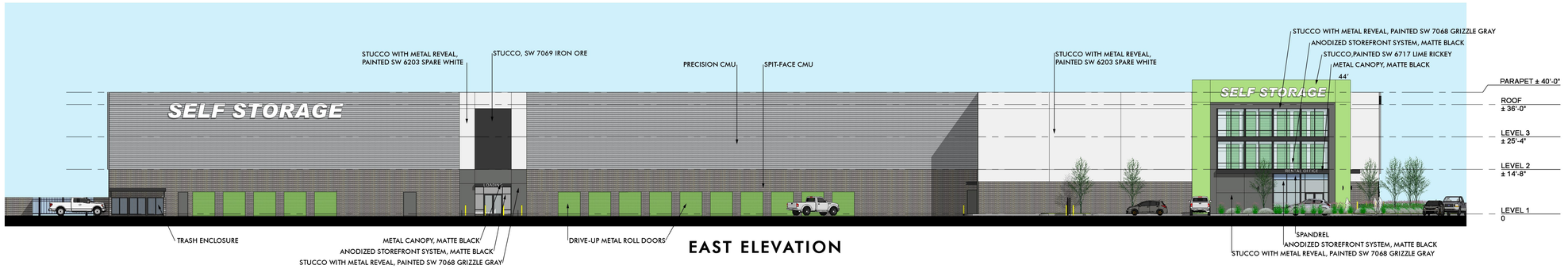
NORTH

0 4' 8' 16' 32'

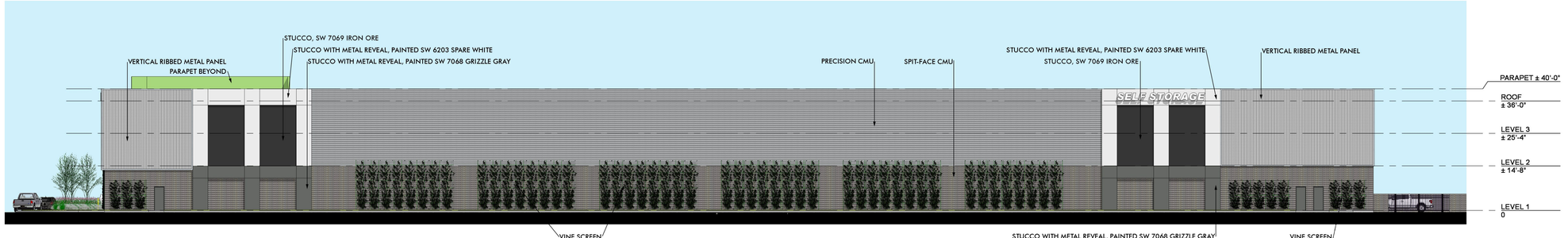
scale: 1/16" = 1'-0"

SHEET 5

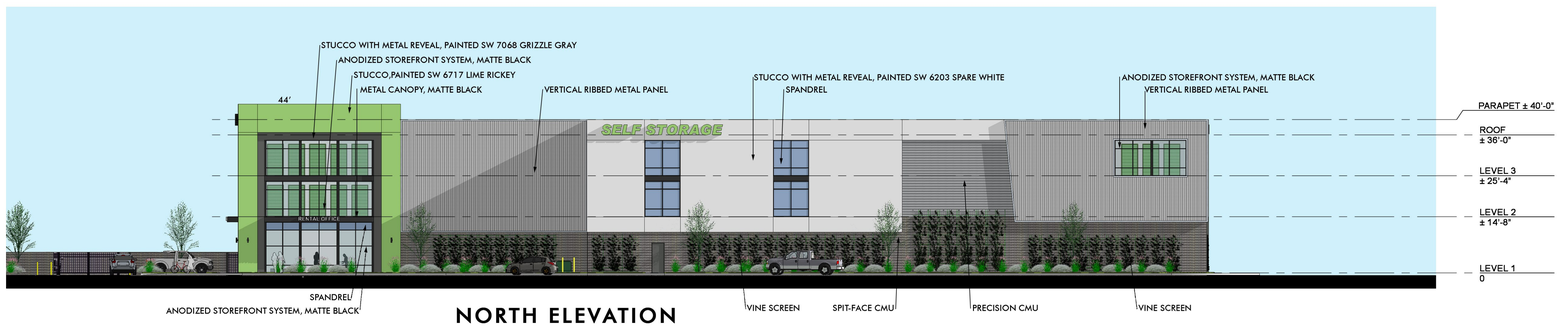
KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



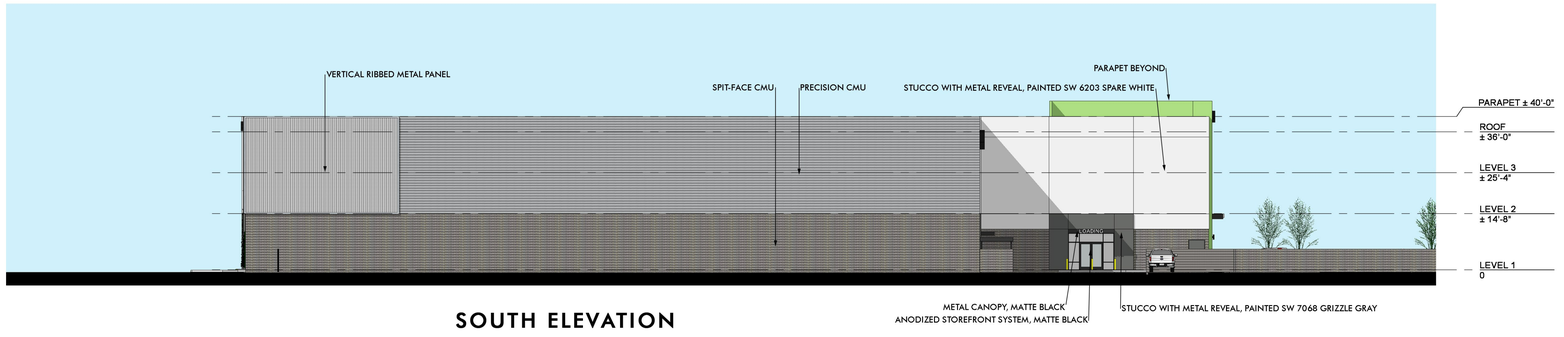
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

CONCEPT ELEVATIONS

12.10.20

0 16' 32'
SCALE: 1/16" = 1'-0"

SHEET 6

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

CONCEPT VIEW

12.10.20

SHEET 7

KSP STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
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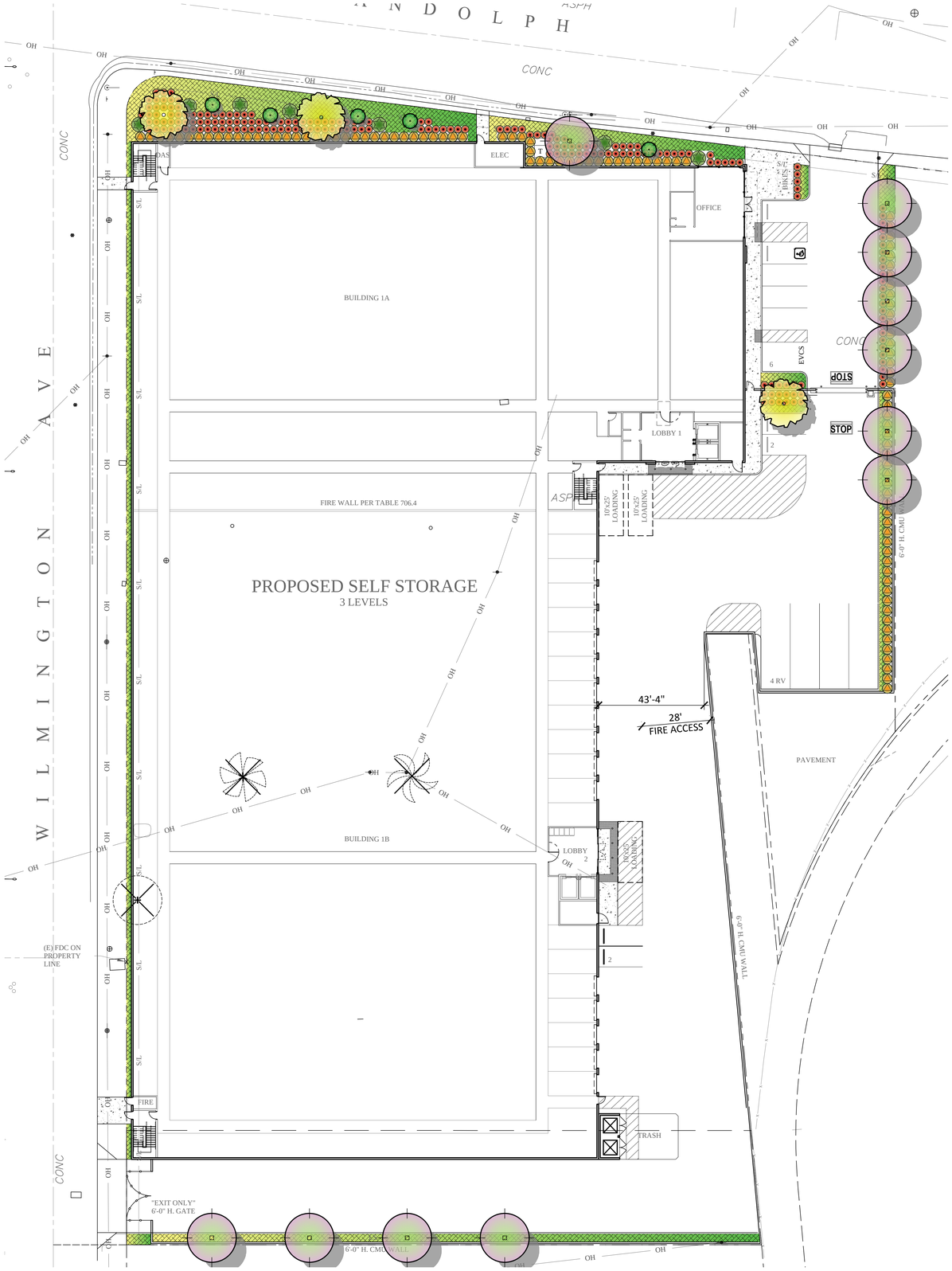

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	CERCIDIUM 'DESERT MUSEUM' - STANDARD TRUNK	DESERT MUSEUM PALO VERDE	36" BOX	3	VERY LOW
	DRACAENA DRACO	DRAGON TREE	24" BOX	5	VERY LOW
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	11	LOW
	AGAVE AMERICANA	CENTURY PLANT	15 GAL	7	VERY LOW
	PRUNUS ILICIFOLIA	HOLLY LEAF CHERRY	5 GAL	±103	VERY LOW
	RHAMNUS CALIFORNICA	COFFEEBERRY	5 GAL		VERY LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GAL	±195	LOW
	DIETES BICOLOR	FORTNIGHT LILY	5 GAL		LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL		VERY LOW
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL	@ 48" OC	LOW
	ROSMARINUS 'HUNTINGTON CARPET	HUNTINGTON CARPET ROSEMARY	1 GAL	@ 48" OC	LOW
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	@ 24" OC	LOW

THIS PRELIMINARY PLANT PALETTE IS INTENDED TO REPRESENT A TYPICAL SAMPLE OF THE PROPOSED PLANTS BUT DOES NOT INDICATE THE EXACT SPECIES WHICH WILL BE DEVELOPED ON THE DETAILED PLANS.

PLANT LEGEND - DEMO PLAN

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	TO BE REMOVED	1
	SYAGRUS ROMANZOFFIANA	QUEEN PALM	TO BE REMOVED	1
	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	TO BE REMOVED	1

LANDSCAPE NOTES

- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- LANDSCAPING IS TO CONFORM TO ALL APPLICABLE CODES & ORDINANCES.
- PROPERTY OWNER SHALL BE RESPONSIBLE FOR ALL ON-SITE LANDSCAPING AS SHOWN.
- ALL TREES WITHIN 5' OF HARDSCAPE TO HAVE A 12" DEEP LINEAR ROOT BARRIER.
- ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED ORGANIC MULCH.
- SOIL COMPACTION TO BE NO GREATER THAN 85% ON LANDSCAPE AREAS.
- ALL FINISH GRADES TO BE 1-1/2" BELOW FINISH SURFACE PAVING.
- AGRONOMICAL SOIL TESTING REPORT TO BE PROVIDED BY CONTRACTOR.

LANDSCAPE AREA TABLE

TYPE	AREA	PERCENTAGE
ON-SITE TOTAL	7,409 S.F.	100%
"PUBLIC VIEW/BUILDING FRONTAGE"	4,114 S.F.	55%
"OTHER LANDSCAPE AREA"	3,295 S.F.	45%
TURF PROVIDED	0 S.F.	0%
DROUGHT TOLERANT	7,409 S.F.	100%

CITY OF HUNTINGTON PARK
PER TITLE 9 ZONING,Chapter 3 GENERAL REGULATIONS, Article 4. Landscaping Standards (9-3.408 Landscape development standards)

TREE IN PUBLIC VIEW ADJACENT TO AND ALONG STRUCTURES:
1 TREE PER 30 L.F. OF STRUCTURE. 252 L.F. = 8 REQUIRED TREES
8 PROVIDED

NOTE:RANDOLPH AVENUE BUILDING FRONTAGE USED TO CALCULATE TOTAL LINEAR FEET OF BUILDING WITHIN "PUBLIC VIEW". BUILDING SIDE ALONG WILMINGTON AVENUE IS CONSIDERED A SIDE YARD AND INCLUDED IN "OTHER LANDSCAPE AREAS" SQUARE FOOTAGE.

OTHER LANDSCAPE AREAS:
1 TREE PER 300 S.F. OF LANDSCAPE AREA. 3,295 = 11 REQUIRED
11 PROVIDED

NOTE: ALL LANDSCAPE AREA OUTSIDE THE "PUBLIC VIEW" IS CONSIDERED "OTHER LANDSCAPE AREA" AND HAS BEEN USED TO CALCULATE THE REQUIRED TREE COUNT. THIS INCLUDES ALL PARKING LANDSCAPE, LANDSCAPE ADJACENT TO CMU BLOCK WALLS AND STREET LANDSCAPE ALONG THE WILMINGTON AVENUE SIDE YARD.

NORTH PALISADE PARTNERS

1920 RANDOLPH STREET | HUNTINGTON PARK, CA

CONCEPTUAL PLANTING PLAN

12.10.20

NORTH

0 15' 30' 60'
scale: 1" = 30'-0"

SHEET 8

KSP STUDIO
architecture + engineering
25 ORCHARD ROAD, SUITE 220
LAKE FOREST,CA92630
T 949.330.2870 F 949.330.2771

Cercidium 'Desert Museum'

Dracaena draco

Rhus lancea

Agave americana

Callistemon 'Little John'

Dietes bicolor

Hesperaloe parvifolia

Lantana 'New Gold'

Prunus ilicifolia

Rhamnus californica

Rosmarinus o. 'Huntington Carpet'

Senecio serpens

KSP STUDIO architecture + engineering

VICINITY MAP

EXHIBIT C **CASE NO.** 2020-07 CUP/DP

CITY OF HUNTINGTON PARK

VICINITY MAP

VICINITY MAP

NOT TO SCALE

PROJECT CEQA DOCUMENT – NOTICE OF EXEMPTION

EXHIBIT D **CASE NO.** 2020-07 CUP/DP

NOTICE OF EXEMPTION

To: Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

From: City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Project Title: Randolph Self Storage

Project Applicant: North Palisade Partners LLC
1011 5TH Street, Suite 4
Santa Monica, CA 90403

Project Location – Specific: 1920 Randolph Street
Southeast corner of Randolph Street/Wilmington Avenue

Project Location – City: Huntington Park

Project Location – County: Los Angeles County

Description of Nature, Purpose, and Beneficiaries of Project:
A Development Permit, Conditional Use Permit, and Lot Line Adjustment/Lot Merger. The application Development Permit, Conditional Use Permit, and Lot Line Adjustment/Lot Merger. The application would allow development of a three-story 260,106 square foot self-storage facility with 835 square foot leasing office, 15 parking spaces, 3 loading spaces, and creation of an adjacent 0.46-acre retail pad that would accommodate a future 4,500-6,000 square foot retail use with parking lot on an irregularly shaped portion of the Project site. The initial Lot Line Adjustment applies to relocating a Lot Line to create the 0.46-acre retail lot/pad. A second Lot Line Adjustment will consolidate three of the existing four lots on the Project site into one comprehensive lot to accommodate the self-storage component of component of the Project. A Demolition Permit will be required to allow removal of structures on the self-storage component of the Project site.

Name of Public Agency Approving Project: City of Huntington Park

Name of Person or Agency Carrying Out Project: Department of Planning

Exempt Status: Categorical Exemption, Class 32 (In-Fill Development Projects), Section 15332

Reasons why Project is Exempt:

The Project meets the following conditions:

a) The Project is consistent with the City of Huntington Park General Plan designation and all applicable General Plan Policies as well as with applicable Zoning designations and regulations.
b) The Proposed development occurs within City of Huntington Park 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.

Contact Person: Sergio Infanzon, 323.582.6161

Signature: _____

Title: _____

Date received for filing at OPR: _____

DUDEK MEMORANDUM IN SUPPORT OF CATERGORICAL EXEMPTION WITH TECHNICAL STUDIES

EXHIBIT E **CASE NO.** 2020-07 CUP/DP

27372 CALLE ARROYO
SAN JUAN CAPISTRANO, CALIFORNIA 92675
T 949.450.2525 F 949.450.2626

MEMORANDUM

To: Brian Wong, North Palisade Partners, LLC
From: Collin Ramsey, Dudek
Subject: 1920 Randolph Street Self-Storage Project – Justification for a Categorical Exemption
Date: February 1, 2021
Attachment(s): A – Air Quality and Greenhouse Gas Emissions Assessment
B – Noise Assessment
C – Vehicle Miles Traveled Screening Assessment

The City of Huntington Park (City) has received a development application from North Palisade Partners (Applicant) requesting approval of a Site Development Permit and a Conditional Use Permit for construction and operation of the 1920 Randolph Street Self-Storage Project (Project), a self-storage facility consisting of one three-story building totaling approximately 260,106 square feet (including approximately 835 square feet of office space). The Project will also include associated improvements such as on-site surface parking for patrons and a retail pad.

The Project would be located on a property with an existing 50,626 square feet of industrial buildings and accessory structures that will be demolished and removed from the site. The property is composed of four parcels (Assessor's Parcel Numbers [APNs] 6009-031-002, 6009-031-006, 6009-034-005, and 6009-031-003) with a combined area of 3.513 acres.

Applicability of a Categorical Exemption

Sections 15300 to 15333 of the CEQA Guidelines provide classes of projects that have been determined not to have a significant effect on the environment and that are exempt from further CEQA requirements. Based on our understanding of the Project, the following exemption applies to the Project.

- 15332. In-Fill Development Projects. Class 32 consists of projects characterized as in-fill development meeting the conditions described as follows:
    - (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designations and regulations.

      Response: The Project site is designated by the City's General Plan as Manufacturing/General Commercial and is zoned as Manufacturing Planned Development (MPD) (City of Huntington Park 2015; City of Huntington Park 2018). According to the Huntington Park Municipal Code, the MPD zone provides a range of light industrial uses and supporting offices and services. Permitted uses include light industrial, limited service and retail, commercial, offices, and community facilities. The maximum intensity of development is a floor area ratio of 2.0:1 (City of Huntington Park 2021).

The Project consists of an approximately 260,106 square foot self-storage facility, including office space and associated improvements such as on-site surface parking. The proposed self-storage use would be consistent with other warehouse, storage and distribution uses in the City, and thus, it would be consistent with the intent of the MPD designation as outlined in the City's Zoning Ordinance. In addition, the Project's floor area ratio would be approximately 1.96:1, below the maximum intensity of development of 2:1 in the MPD designation.

The Huntington Park Zoning Ordinance Section 9-4.302 lists self-storage as an allowed land use in MPD zones. Table IV-8 of the HPMC designates "mini-storage facilities" as being permitted with approval of a Conditional Use Permit within the MPD zone (City of Huntington Park 2021). As part of the request Project approvals, the Applicant is requesting approval of a Conditional Use Permit in addition to a Site Development Permit to allow for new construction within the City. Approval of a Lot Line Adjustment is also being requested. No zoning variances are being requested by the Applicant and the Project has bene designed consistent with the development standards outlined in the City's Zoning Ordinance. Therefore, the Project is consistent with all applicable MPD zone and zoning regulations.

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

  Response: The Project site is located at 1920 Randolph, firmly within the existing boundaries of the City.

  In terms of the size of the Project site, the entire property controlled by the Project applicant is composed of four parcels (APNs 6009-031-002, 6009-031-006, 6009-034-005, and 6009-031-003) with a combined area of 3.513 acres, well below the 5-acre threshold establish by the CEQA Guidelines.

  Further, the Project site is surrounded by existing development and urbanized uses such as a truck weigh station to the north, the Alameda Corridor (freight rail line) to the east, and industrial/manufacturing uses to the south and west. Thus, the Project site represents an infill parcel located within an urbanized area.

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

  Response: The Project site is located in a highly developed part of the City, entirely surrounded by an urbanized mix of land uses. The entirety of the Project site is developed and disturbed with the existing industrial uses. As a result of this existing development, vegetation on the Project site is limited to a limited number of landscape shrubs and ruderal (weedy) plants. The few plants found on the Project site form an extremely fragmented, non-cohesive plant community that would not support any candidate, sensitive, or special-status plant species. Based on specific habitat requirements, no significant biological resources can reasonably be expected to occur on the Project site.

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

  Response: The Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Air Quality

According to the Air Quality and Greenhouse Gas Assessment (Attachment A) prepared for the Project, emissions generated during Project construction and operation would not exceed South Coast Air Quality Management District's (SCAQMD's) significance thresholds for both regional and localized air emissions. Therefore, the Project would result in a less than significant impact related to both localized and regional air quality.

Noise

Based on the Noise Assessment prepared for the Project (Attachment B), neither Project construction nor operation of the Project would result in an increase in ambient noise levels in the Project area. The Project's noise impacts would be less than significant.

Traffic

Linscott Law & Greenspan (LLG) Engineers prepared a Vehicle Miles Traveled (VMT) Screening Assessment (Attachment C). This VMT Screening Analysis was reviewed and approved by the City's Traffic Engineer in January 2021.

Based on a detailed review of the VMT screening criteria set forth in the Los Angeles County Transportation Impact Guidelines, it is determined that the Project satisfies the retail project site plan screening criteria. The proposed future retail development (i.e., the retail pad) also satisfies the retail project site plan screening criteria. *As detailed further in the VMT Screening Assessment, proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Therefore, through satisfaction of one or more of the screening criteria, the Project and future retail development components of the project are determined to have a less that significant transportation impact and are not required to conduct any additional VMT analysis.*

Water Quality

The Project would result in one or more acres of ground disturbance. Thus, construction activities would be subject to the National Pollution Discharge Elimination System (NPDES) Stormwater Program, which includes obtaining coverage under the NPDES Construction General Permit (General Permit). The NPDES Permit Program, which is administered in the Project area by the Los Angeles Regional Water Quality Control Board (RWQCB), helps control water pollution by regulating point sources that discharge pollutants into receiving waters via the implementation of a Stormwater Pollution Prevention Plan and construction Best Management Practices (BMPs).

The Project would include an engineered stormwater drainage system that would both collect and treat stormwater originating on-site to prevent water quality impacts to downstream receiving waters. This system will be designed in accordance with all applicable requirements, including those set forth in the Water Quality Management Plan prepared for the Project. The City will review and approve the Water Quality Management Plan prior to the issuance of building permits to ensure that the Project's storm water drainage system will comply with the MS4 Permit requirements. As a result, the Project's water quality impacts would be less than significant.

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

  Response: The Project site is already within the service area of the Los Angeles County Fire Department and Huntington Park Police Department. The Project would not directly or indirectly result in an increase in population, and thus, would not increase demand for additional public services. In addition, the Project site is located in a developed portion of the City that is already served by existing utilities. Given the close proximity to existing utilities, including domestic water, sanitary sewer, and electricity, adjacent utilities can be extended onto the Project site with nominal environmental impacts.

As provided above, the Project would be consistent with the required conditions pertaining to CEQA Guidelines Section 15332 and would be exempt from further CEQA analysis.

Exceptions to a Categorical Exemption

Section 15300.2 of the CEQA Guidelines provides several exceptions that would otherwise preclude the use of a Categorical Exemption. We have reviewed these exceptions and do not believe that any would apply to the planned improvements, as expanded upon in the responses below.

- 15300.2. Exceptions
  - (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the Project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the Project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

    Response: The proposed project qualifies for a Class 32 exemption. This exception only applies to Class 3, 4, 5, 6, and 11 exemptions, and does not apply to Class 32 exemptions.

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

    Response: Both project construction and operations could result in incremental environmental effects that are not considered significant; however, as with any environmental impact, when combined with impacts related to the implementation of other related projects located throughout the broader geographic area, there is always potential—albeit remote—for the Project to result in cumulative impacts.

    However, due to the relatively minor scope of the Project, the developed and highly disturbed nature of the Project site, and the fact the Project must adhere with all applicable federal, state and local laws, regulations and guidelines, any incremental impact resulting from Project construction or operation would remain less than significant and would not constitute a considerable contribution to potential regional cumulative impacts in the greater Project region. Additionally, given that the City is entirely built-out, there are few other new Projects that are either currently under construction or will soon be under construction; thus, there are few other new or known future

related Projects in the surrounding area that would contribute to cumulative effects alongside the Project.

Further, all other related Projects are presumably required by their applicable lead agency to comply with all applicable regulatory requirements and incorporate all feasible mitigation measures to ensure that their potentially cumulative impacts would remain at less-thansignificant levels. This exclusion does not apply.

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

  Response: The proposed self-storage use and future retail pad does not represent a new or unique use or activity that does not already occur in the City and through the Project region. Additionally, there is no evidence of unique conditions (e.g., unique geotechnical characteristics that would result in impacts to either the Project or adjacent land use), either on-site or within the Project area, and no unusual circumstances have been identified by the City, other agencies, or local stakeholders. The Project is not expected to be affected by unusual circumstances or otherwise unforeseen conditions. This exclusion does not apply.

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

  Response: According to the California Department of Transportation, the only "Officially Designated State Scenic Highway" in Los Angeles County is the segment of SR-2 (Angeles Crest Scenic Byway) located approximately between SR-210 and the Los Angeles County/San Bernardino County line, roughly 12 miles north of the Project site. Due to natural topographical variations and intervening development, the Project site is not directly visible from SR-210. This exclusion does not apply.

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

  Response: The provisions of California Government Code Section 65962.5 are commonly referred to as the "Cortese List". The California Department of Toxic Substances Control's (DTSC) EnviroStor (DTSC 2021) and the State Water Resources Control Board's (SWRCB) GeoTracker (SWRCB 2021) online databases are commonly searched to determine the presence or absence of hazardous materials sites included on the Cortese List. (Note that inclusion on one or both of these state databases does not automatically mean that a site is also found on the Cortese List, as the Cortese List represents a smaller subset of all sites listed on DTSC's and/or SWQCB's databases).

  A review of both the Envirostor's and GeoTracker's Cortese List sites, links for which are found on the California Environmental Protection Agency's (CalEPA) "Cortese List Data Resources" webpage (CalEPA 2021), did not identify the Project site as being on the Cortese List.

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

  Response: The entirety of the Project site has been heavily disturbed over the years as a result of both the existing development on-site and past grading activities. As such, significant surficial and subsurface archaeological and paleontological resources are unlikely to occur on-site. Additionally, although the on-site buildings and accessory structures have been on the Project in one form or another since at least the 1950s, these buildings and structures have been heavily altered over the decades and lack their original architectural integrity; thus, none of the on-site structural improvements would be considered eligible for listing as a state and/or federal historic resource.

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Attachment A

Air Quality and Greenhouse Gas Emissions Assessment

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MEMORANDUM

To: Brian Wong, North Palisade Partners, LLC
From: Adam Poll, Dudek
Subject: Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Randolph Street Self-Storage Project
Date: January 27, 2021 cc: Collin Ramsey, Dudek
Attachment(s): A, CalEEMod Emissions Outputs

Dudek is pleased to submit this air quality and greenhouse gas (GHG) emissions assessment to assist North Palisade Partners, LLC (the applicant) with initial environmental planning requirements for the proposed selfstorage project located at 1920 Randolph Street in Huntington Park (City), California (project).

This memorandum estimates criteria air pollutant and GHG emissions from construction and operation of the proposed project and evaluates potential air quality and GHG emissions impacts resulting from project operation in accordance with the California Environmental Quality Act (CEQA) Guidelines.

The contents and organization of this memorandum are as follows: project description, general analysis and methodology, thresholds of significance and impact analyses for the air quality assessment and GHG emissions assessment, conclusions, and references cited.

1 Project Description

The applicant proposes new construction of an approximately 260,106 square foot, three-story building for the storage of household goods. The building will contain an 835 square foot office where customers will rent personal storage units, and 259,271 square feet of storage space. The project also includes a 0.46-acre retail pad with up to 6,000 square feet of retail space. Ten on-site parking spaces will be provided at the project and up to 15 spaces for the retail pad, with loading areas and bicycle parking. The project site currently contains several metal warehouse buildings and a small office, which will be demolished as part of the project.

2 General Analysis and Methodology

2.1 Construction

Emissions from the construction phase of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2 (CAPCOA 2017).

As described in Section 1, Project Description, the proposed project would develop a 260,106-square-foot selfstorage building, 25 parking spaces, and a 6,000-square-foot retail site. For the purposes of modeling, it was assumed that construction of the proposed project would commence in April 2021[1] and would last approximately 15 months, ending in June 2022. The analysis contained herein is based on the following subset area schedule assumptions (duration of phases is approximate):

- Demolition – 1 month
- Site Preparation – 2 weeks
- Grading – 2 weeks
- Building Construction – 11 months
- Paving – 1 month
- Architectural Coating – 2 months

The estimated construction duration was provided by the applicant. Detailed construction equipment modeling assumptions are provided in Attachment A, CalEEMod Emissions Outputs.

The construction equipment fleet mix used for estimating the construction emissions of the proposed project is based on information provided by the project applicant and is shown in Table 1.

Table 1. Construction Scenario Assumptions

	One-Way Vehicle Trips			Equipment		
Construction Phase	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	16	2	230	Concrete/Industrial Saws	1	8
				Excavators	3	8
				Rubber Tired Dozers	2	8
Site preparation	18	2	0	Rubber Tired Dozers	3	8
				Tractors/Loaders/ Backhoes	4	8

[1] The analysis assumes a construction start date of April 2021, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant 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.

Table 1. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Grading	16	2	0	Excavators	1	8
				Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/Loaders/ Backhoes	3	8
Building construction	136	54	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8
				Tractors/Loaders/ Backhoes	3	7
				Welders	1	8
Paving	20	0	0	Cement and Mortar Mixers	2	6
				Pavers	1	8
				Paving Equipment	2	6
				Rollers	2	6
				Tractors/Loaders/ Backhoes	1	8
Architectural coating	28	0	0	Air Compressors	1	6

Note: See Attachment A for details.

For the analysis, it was assumed that heavy construction equipment would be operating 5 days per week (22 days per month) during proposed project construction. Construction worker and vendor trips were based on CalEEMod default assumptions and rounded up to the nearest whole number to account for whole round trips.

During demolition, the project would remove approximately 50,626 square feet of existing buildings. During the grading phase, project construction would have balanced cut and fill with no import or export. It is anticipated that earth movement would be primarily, if not completely, accomplished using off-road equipment (e.g., scrapers and excavators). The CalEEMod default equipment type, quantity, and daily usage was utilized during construction.

The project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day,

with additional watering depending on weather conditions, and limiting speeds to 15 miles per hour on unpaved roads. The project would be required to comply with SCAQMD Rule 1113 for use of architectural coatings.

A detailed depiction of the construction schedule—including information regarding phases and equipment used during each phase—is included in Attachment A of this report. The information contained in Attachment A was used as CalEEMod model inputs.

Loss of Sequestered Carbon

The calculation methodology and default values provided in CalEEMod (CAPCOA 2017) were used to calculate potential CO_2 emissions associated with the one-time change in carbon sequestration capacity of a vegetation land use type. The calculation of the one-time loss of sequestered carbon is the product of the converted acreage value and the carbon content value for each land use type (vegetation community). The mass of sequestered carbon per unit area (expressed in units of MT of CO_2 per acre) is dependent on the specific land use type. Assuming that the sequestered carbon is released as CO_2 after removal of the vegetation, annual CO_2 is calculated by multiplying total biomass (MT of dry matter per acre) from IPCC data by the carbon fraction in plant material, and then converting MT of carbon to MT of CO_2 based on the molecular weights of carbon and CO_2.

It is conservatively assumed that all sequestered carbon from the removed vegetation would be returned to the atmosphere; that is, the wood from the vegetation communities would not be re-used in a solid form or another form that would retain carbon. GHG emissions generated during construction activities, including clearing, vegetation removal, and grading, are estimated in the construction emissions analysis.

CalEEMod calculates GHG emissions resulting from land conversion and uses general IPCC tree classifications for assigning default carbon content values (in units of MT CO_2 per tree). CalEEMod default carbon content values were assumed to estimate the loss of sequestered carbon (release of CO_2) from the removal of the trees (miscellaneous tree 0.0354 MT CO_2/tree/year), which are based on data and formulas provided in the IPCC reports. The project would remove 3 trees as part of the demolition phase.

2.2 Operation

Emissions from the operational phase of the proposed project were estimated using CalEEMod. Operational year 2022 was assumed as it would be the first year following completion of proposed construction.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017).

Consumer product volatile organic compound (VOC) emissions for the building is estimated in CalEEMod based on the floor area of building and on the default factor of pounds of VOC per building square foot per day. Consumer products associated with the parking lot and other asphalt surfaces include degreasers, which were estimated based on the square footage of the parking lot and the default factor of pounds of VOC per square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, building square footage, assumed fraction of surface area, and reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113 (Architectural Coatings) governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SCAQMD 2016). The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2017).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day), as well as number of summer days (when landscape maintenance would generally be performed, 250 days) and winter days.

Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs, since GHG emissions occur at the site of the power plant, which is typically off site. The project would not include natural gas service, only electricity will be used. Emissions were calculated by multiplying the energy use by the utility's carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000 British thermal units for natural gas) for carbon dioxide (CO_2) and other GHGs. Annual electricity emissions were estimated in CalEEMod using the emissions factors for Southern California Edison (SCE), which would be the energy source provider for the proposed project. For operational year 2022, the emission factors for SCE were adjusted to reflect what was reported in the 2019 Sustainability Report (SCE 2019).

The proposed project would be subject to the 2019 Title 24 standards, which went into effect on January 1, 2020. In general, nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2020).

Mobile Sources

Following the completion of construction activities, the proposed project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the employees and visitors of the proposed project. The daily trip rates were assumed consistent with the traffic report at 620 trips per day (Linscott Law & Greenspan

2021). CalEEMod default data, including trip characteristics, trip lengths, and emissions factors, were used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled within the CalEEMod. Emission factors representing the vehicle mix and emissions for 2022 were used to estimate emissions associated with vehicular sources. Emissions from operation of the projects department vehicles were also estimated.

Solid Waste

The proposed project would generate solid waste and would, therefore, result in CO_2 and methane (CH_4) emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for each residential land use type. Emission estimates associated with solid waste were estimated using CalEEMod.

Water Supply and Wastewater

Water supplied to the proposed project would require the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the proposed project and GHG emissions associated with the electricity used for water supply were calculated based upon default water use estimates for each land use type, as estimated by CalEEMod and SCE factors. The proposed project would be connected to municipal sewer. The city park land use was used to estimate water use for landscaping. No water use is anticipated for the self-storage buildings other than the office.

Carbon Sequestration

Similar to the removal of carbon, CalEEMod was used to estimate the sequestration of carbon through the planting of trees. CalEEMod calculates GHG emissions resulting from land conversion and uses general IPCC tree classifications for assigning default carbon content values (in units of MT CO_2 per tree). CalEEMod default carbon content values were assumed to estimate the gain of sequestered carbon (release of CO_2) from the planting of the trees (miscellaneous tree 0.0354 MT CO_2/tree/year), which are based on data and formulas provided in the IPCC reports. The project would plant 19 trees as required by the City's Landscaping Standards found in Title 9, Chapter 3, Article 4, § 9-3.408.

3 Air Quality Assessment

3.1 Thresholds of Significance

The State of California has developed guidelines to address the significance of air quality impacts based on Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). In addition, Appendix G of the CEQA Guidelines indicates that where available, the significance criteria established by the applicable air district may be relied on to determine whether the project would have a significant impact on air quality. This analysis focuses on addressing the potential for the project to violate any air quality standard or contribute substantially to an existing or projected air quality violation, which is determined by comparing estimated project-generated construction and operational emissions to numeric thresholds established by SCAQMD.

SCAQMD has adopted thresholds to address the significance of air quality impacts resulting from a project. A project would result in a substantial contribution to an existing air quality violation of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for O_3, which is a nonattainment pollutant, if the project's construction emissions would exceed SCAQMD's VOC or NO_x significance thresholds shown in Table 2. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (VOC and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods. The SCAB is also nonattainment for the state PM_{10} and federal and state $PM_{2.5}$ standards.

Table 2. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	Construction (Pounds per Day)	Operation (Pounds per Day)
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk □ 10 in 1 million Chronic and acute hazard index □ 1.0 (proposed project increment)	
Odor	Proposed project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[c]		
NO_2 1-hour average NO_2 annual arithmetic mean	SCAQMD is in attainment; proposed project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; proposed project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state /federal)	
PM_{10} 24-hour average PM_{10} annual average	10.4 □g/m³ (construction)[d] 2.5 □g/m³ (operation) 1.0 □g/m³	

$PM_{2.5}$ 24-hour average	10.4 □g/m³ (construction)[d] 2.5 □g/m³ (operation)

Source: SCAQMD 2019.
Notes: SCAQMD = South Coast Air Quality Management District; VOCs = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; NO_2 = nitrogen dioxide; ppm = parts per million; □g/m³ = micrograms per cubic meter.
GHG emissions thresholds for industrial proposed projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in Table 1 as they will be addressed within the GHG emissions analysis and not the air quality study.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and non-carcinogens. [c] Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated. [d] Ambient air quality threshold are based on SCAQMD Rule 403.

In addition to the emission-based thresholds listed in Table 2, SCAQMD also recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of construction activities. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The LST analysis focuses on construction equipment and does not include mobile sources. Therefore, the LST analysis only applies to the construction equipment on site, not the worker vehicles, vendor trucks, or hauling trucks. For project sites of 5 acres or less, the SCAQMD LST Methodology (2009) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO_2, CO, PM_{10}, and $PM_{2.5}$) without performing project-specific dispersion modeling. The project is 3.51 acres, so it is appropriate to use the lookup tables for the LST evaluation.

The LST significance thresholds for NO_2 and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM_{10} represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for $PM_{2.5}$ is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the $PM_{2.5}$ ambient air quality standards. The allowable emission rates depend on the following parameters:

- Source-receptor area (SRA) in which the project is located
- Size of the project site
- Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The project site is located in SRA 12 (South Central Los Angeles County). LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances. In accordance with the SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, the proposed project would disturb a maximum of 1.5 acres per day during the site preparation phase. Because the project would disturb approximately 1.5 acres per day, the 1-acre LSTs were chosen to be conservative as the thresholds are lower than the 2-acre LSTs.

The nearest sensitive-receptor land use (Lillian Elementary School) is located approximately 300 feet from the project site boundary. As such, the LST receptor distance was assumed to be 164 feet (50 meters). The LST values

from the SCAQMD lookup tables for SRA 12 (South Central Los Angeles County) for a 1-acre project site and a receptor distance of 50 meters are shown in Table 3.

Table 3. Localized Significance Thresholds for Source-Receptor Area 12 (South Central Los Angeles County)

Pollutant	Threshold (pounds/day)
NO_2	46
CO	342
PM_{10}	12
$PM_{2.5}$	4

Source: SCAQMD 2009.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter
Localized significance thresholds were determined based on the values for a 1-acre site at a distance of 50 meters (164 feet) from the nearest sensitive receptor.

3.2 Impact Analysis

3.2.1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the SCAB, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County, and is within the jurisdictional boundaries of SCAQMD.

SCAQMD administers SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining all CAAQS and NAAQS. The most recent adopted AQMP for the SCAB is the 2016 AQMP (SCAQMD 2017), which was adopted by SCAQMD's Governing Board in March 2017. The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the regional air quality plans, and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook. These criteria are (SCAQMD 1993):

- Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.

- Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.2.2. Detailed results of this analysis are included in Attachment A, Air Quality and Greenhouse Gas Emissions Calculations. As presented in Section 3.2.2, construction and operation of the project would not generate criteria air pollutant emissions that exceed SCAQMD's thresholds.

The second criterion regarding the project's potential to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan/Sustainable Communities Strategy
(RTP/SCS) (SCAG 2016). This document, which is based on general plans for cities and counties in the SCAB, is used by SCAQMD to develop the AQMP emissions inventory (SCAQMD 2017).[2] The SCAG 2016 RTP/SCS and the associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

The project site is located within the City's Manufacturing Planned Development - Industrial zone, which specifically authorizes (upon issuance of a Conditional Use Permit) the use of the property as a self-serve mini-storage facility. The project is consistent with the existing land use designation and does not propose a change in land use designation. In addition, the implementation of the project would not generate an increase in growth demographics that would conflict with existing projections within the region. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

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

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality

[2] Information necessary to produce the emissions inventory for the SCAB is obtained from SCAQMD and other governmental agencies, including the California Air Resources Board (CARB), California Department of Transportation (Caltrans), and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017).

standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

The CalEEMod Version 2016.3.2 was used to estimate emissions from construction of the project. Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. The project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day, with additional watering depending on weather conditions. The project would involve application of architectural coating (e.g., paint and other finishes) for painting the storage units. The contractor is required to procure architectural coatings from a supplier that complies with the requirements of SCAQMD's Rule 1113 (Architectural Coatings). Table 4 presents the estimated maximum daily construction emissions generated during construction of the project. Details of the emission calculations are provided in Attachment A.

Table 4. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2021	3.98	40.74	22.92	0.05	10.39	6.41
2022	71.22	20.85	22.26	0.05	2.69	1.28
Maximum	*71.22*	*40.74*	*22.92*	*0.05*	*10.39*	*6.41*
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District. See Attachment A for complete results.

As shown in Table 4, the project construction would not exceed SCAQMD's daily thresholds. Therefore, construction impacts associated with criteria air pollutant emissions would be less than significant.

Operational Emissions

Emissions from the operational phase of the project were estimated using CalEEMod. Operational year 2022 was assumed as it would be the first year following completion of construction. Table 5 presents the emissions from area, energy, and mobile sources during operation as discussed in Section 2.2.

Table 5. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Area	5.97	0.00	0.03	0.00	0.00	0.00
Energy	0.01	0.05	0.04	0.00	0.00	0.00
Mobile	1.08	5.63	14.42	0.05	4.54	1.24
Total	7.06	5.68	14.49	0.06	4.55	1.25
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Attachment A for complete results. Totals may not sum due to rounding.

As shown in Table 5, the project would not exceed SCAQMD's significance thresholds during operations. Therefore, operational impacts associated with criteria air pollutant emissions would be less than significant.

The SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$ and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the Proposed Project would generate VOC and NO_x emissions (which are precursors to O_3) and emissions of PM_{10} and $PM_{2.5}$. As indicated in Tables 4 and 5, project-generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the proposed project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative.[3] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SCAQMD thresholds. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be

[3] The State CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. In addition, cumulative VOC emissions would be subject to SCAQMD Rule 1113 (Architectural Coatings).

As discussed above, the project would not result in emissions that would exceed the SCAQMD thresholds during construction or operation. Notably, since the emission-based thresholds used in this analysis were established to provide proposed project-level estimates of criteria air pollutant quantities that the SCAB can accommodate without affecting the attainment dates for the ambient air quality standards, and since the EPA and CARB have established the ambient air quality standards at levels above which concentrations could be harmful to human health and welfare, with an adequate margin of safety, the levels of criteria air pollutants below adopted thresholds as a result of the Project's construction and operation would not cause adverse health effects associated with these pollutants. Impacts would be less than significant.

3.3.3 Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and

retirement homes (SCAQMD 1993). Lillian Elementary School is located approximately 300 feet to the west of the project.

Construction activities associated with the project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the LST analysis. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 12 are presented in Table 6 and compared to the maximum daily on-site construction emissions.

Table 6. Localized Significance Thresholds Analysis for Project Construction

Pollutant	Project Construction Emissions (Pounds per Day)	LST Criteria (Pounds per Day)	Exceeds LST?
NO_2	40.50	46	No
CO	21.57	342	No
PM_{10}	5.43	12	No
$PM_{2.5}$	3.74	4	No

Source: SCAQMD 2009.
Notes: LST = localized significance threshold; NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
See Appendix A for detailed results.
LSTs are shown for 1-acre project sites corresponding to a distance to a sensitive receptor of 50 meters (164 feet) for SRA 12 (South Central Los Angeles County). These estimates reflect control of fugitive dust required by Rule 403.
The emissions represent worst-case operating scenario during construction.

As shown in Table 6, the project LST would not exceed the established significance thresholds, and thus, would result in a less than significant impact to sensitive receptors.

CO Hotspots

Mobile source impacts occur on two scales of motion. Regionally, Proposed Project-related travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCAB. Locally, traffic generated by the Proposed Project would be added to the City's roadway system near the Proposed Project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles coldstarted and operating at pollution-inefficient speeds, and is operating on roadways already crowded with nonProposed Project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD 1993 Handbook was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (Appendix V: Modeling and Attainment Demonstrations, SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2017 through 2019 at the Compton monitoring station which was 6.1 ppm in 2017, the 1-hour CO would be 10.7 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Adding the 3.8 ppm to the maximum 8-hour CO concentration from 2017 through 2019 at the Compton monitoring station, which was 4.6 ppm in 2017, the 8-hour CO would be 8.4 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the Proposed Project would

not increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day (Linscott Law & Greenspan 2021),[4] a CO hotspot is not anticipated to occur and associated impacts would be less than significant. No mitigation is required.

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either shortterm (acute) or long-term (chronic) exposure to a given TAC.

TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic

effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Project construction would result in emissions of diesel particulate from heavy construction equipment and trucks accessing the site. Diesel particulate is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment (OEHHA) has identified carcinogenic and chronic noncarcinogenic effects from longterm exposure, but has not identified health effects due to short-term exposure to diesel exhaust. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. Due to this relatively short period of exposure (15 months) and minimal particulate emissions on-site, TACs generated by the project would not

[4] For each study intersection in the peak AM and PM scenarios, the peak hourly volumes for the project were added to the peak hourly counts using the Los Angeles County Public Works Traffic Counts (LA County 2021).

result in concentrations causing significant health risks. Overall, the project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the proposed project, and impacts would be less than significant.

Additionally, the health risk public-notification thresholds adopted by the SCAQMD Board is 10 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. The hazard index of more than 1.0 means that predicted levels of a toxic pollutant are greater than the reference exposure level, which is considered the level below which adverse health effects are not expected. Examples of projects that emit toxic pollutants include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards (SCAQMD 2017). The project would not emit TACs and toxic contaminants are not anticipated to be present at the project site; as such, a formal health risk assessment will not be required for the project. Accordingly, the project is not anticipated to result in emissions that would exceed the SCAQMD Board-adopted health risk notification thresholds.

Health Impacts of Criteria Air Pollutants

Construction of the project would generate criteria air pollutant emissions; however, the project would not exceed the SCAQMD mass-emission thresholds.

The SCAB is designated as nonattainment for O_3 for the NAAQS and CAAQS. Thus, existing O_3 levels in the SCAB are at unhealthy levels during certain periods. The health effects associated with O_3 generally relate to reduced lung function. Because the project would not involve construction activities that would result in O_3 precursor emissions (VOC or NO_x) that would exceed the SCAQMD thresholds, the project is not anticipated to substantially contribute to regional O_3 concentrations and associated health impacts. Similar to construction, no SCAQMD threshold would be exceeded during operation.

In addition to O_3, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO_2. Exposure to NO_2 and NO_x can cause lung irritation, bronchitis, and pneumonia, and lower resistance to respiratory infections. Project construction and operation would not exceed the SCAQMD NO_x threshold, and existing ambient NO_2 concentrations are below the NAAQS and CAAQS. Thus, construction and operation of the project are not expected to exceed the NO_2 standards or contribute to associated health effects.

CO tends to be a localized impact associated with congested intersections. CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. CO hotspots were discussed previously as a less than significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as nonattainment for PM_{10} under the CAAQS and nonattainment for $PM_{2.5}$ under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA 2016). As with O_3 and NO_x, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed SCAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the project would not result in any potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Impacts would be less than significant.

3.3.4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project would not create any new sources of odor during operation. Therefore, project operations would result in an odor impact that is less than significant.

4 Greenhouse Gas Emissions Assessment

4.1 Thresholds of Significance

The State of California has developed guidelines to address the significance of GHG emissions impacts based on Appendix G of the CEQA Guidelines. This analysis focuses on addressing the potential for the project to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This analysis applies the recommended SCAQMD numeric GHG emissions thresholds to determine the potential for the project to generate GHG emissions that would have a significant impact on the environment.

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008a). This guidance document, which builds on the previous guidance prepared by the CAPCOA, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008b).

SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.[5]

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO_2e per service population for project level analyses and 6.6 MT CO_2e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the project consists of a commercial development, this analysis applies the recommended SCAQMD threshold of 1,400 MT CO_2e per year. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008a). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 1,400 MT CO_2e per year.

[5] The proposed project has been determined to fall within the definitions of a Class 32 Categorical Exemption pursuant to section 15332 of the CEQA Guidelines, and thus, is exempt from CEQA. Notwithstanding, in an abundance of caution and to confirm that the project does not result in any significant effects relating to air quality (see 14 Cal. Code of Regs. Section 15332(d)), the City has prepared a GHG assessment to confirm that the project's GHG emissions do not exceed the applicable screening threshold.

4.2 Impact Analysis

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

Construction Emissions

Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. As stated above, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime; therefore, the total construction GHG emissions were calculated, amortized over 30 years, and then compared to the SCAQMD operational GHG significance threshold of 1,400 MT CO_2e per year.

The CalEEMod was used to estimate GHG emissions during construction. Construction of the project is anticipated to last up to 15 months. On-site sources of GHG emissions include off-road equipment and off-site sources include on-road vehicles (haul trucks, vendor trucks, and worker vehicles). Table 7 presents construction GHG emissions for the project from on-site and off-site emission sources.

Table 7. Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
2021	464.58	0.07	0.00	466.41
2022	203.40	0.03	0.00	204.13
			Total	670.54
			Annualized emissions over 30 years (metric tons per year)	*22.35*

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent. See Attachment A for complete results.

As shown in Table 7, the estimated total GHG emissions during construction of would be approximately 671 MT CO_2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 22 MT CO_2e per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is determined by adding the amortized construction emissions to the operational emissions and comparing them to the operational threshold.

Loss of Sequestered Carbon

CalEEMod default carbon content values were assumed to estimate the loss of sequestered carbon (release of CO_2) from the removal of the trees (miscellaneous tree 0.0354 MT CO_2/tree/year), which are based on data and formulas provided in the IPCC reports. The project would remove 3 trees as part of the demolition phase. The CalEEMod assumes a growing period of 20 years and therefore the project was assumed to release 2.12 MT CO2 from removal of 3 trees. Amortized over 30 years, this would result in 0.07 MT CO_2 per year.

Operational Emissions

CalEEMod was used to estimate potential project-generated operational GHG emissions from area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the project. For additional details, see Section 2.2 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas and electricity), and mobile sources. Operational year 2022 was assumed as the first full year of operation. Table 8 presents the GHG emissions of the project during operation.

Table

Table 8. Estimated Annual Operation GHG Emissions

Emissions Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Area	0.01	0.00	0.00	0.01
Energy	263.04	0.00	0.00	263.09

8. Estimated Annual Operation GHG Emissions

Emissions Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Mobile	885.33	0.04	0.00	886.38
Waste	50.91	3.01	0.00	126.13
Water	2.61	0.02	0.00	3.23
Amortized construction emissions	—	—	—	22.35
Amortized loss of sequestered carbon	0.07	—	—	0.07
			Total	1,301.26
Carbon sequestered	0.45	—	—	0.45
			Total (including carbon sequestered)	1,300.81
			SCAQMD Threshold	*1,400*
			Threshold Exceeded?	No

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent; SCAQMD = South Coast Air Quality Management District.
See Attachment A for complete results.

As shown in Table 8, the estimated total GHG emissions during operation of the project would be approximately 1,301 MT CO_2e, including amortized construction emissions. As the project would plant 19 trees it is estimated to sequester 13.45 MT CO_2, or 0.45 MT CO_2 per year when amortized over the 30-year project lifetime. Therefore, the project would result in 1,301 MT CO_2e per year when accounting for carbon sequestered. The project would not exceed the SCAQMD threshold of 1,400 MT CO_2e per year. Projects below this significance criterion have a minimal contribution to global emissions and are considered to have less than significant impacts. Therefore, operational impacts associated with directly or indirectly generating a significant quantity of GHG emissions would be less than significant.

Table

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

The City has not adopted a comprehensive climate action plan and there is currently no local guidance that would be applicable to the project. At this time, no mandatory GHG plans, policies, or regulations or finalized agency guidelines would apply to implementation of the project.

Consistency with the SCAG's 2016–2040 Regional Transportation Plan and the 2016 SCAQMD AQMP

SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. Because the project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the 2016 RTP/SCS are outlined in Table 9, along with the project's consistency with them.

9. Project Consistency with the SCAG 2016 RTP/SCS

RTP/SCS Measure	Proposed Project Consistency
Preserve the Transportation System We Already Have	*Does not apply.* The project would not inhibit SCAG from preserving the existing transportation system.
Expand Our Regional Transit System to Give People More Alternatives to Driving Alone	*Does not apply.* The project would not inhibit SCAG from preserving expanding the regional transportation system.
Expand Passenger Rail	*Does not apply.* The project would not inhibit SCAG from expanding the passenger rail system.
Improve Highway and Arterial Capacity	*Does not apply.* The project would not inhibit SCAG from improving highway and arterial capacity.
Manage Demands on the Transportation System	*Does not apply.* The project would not inhibit SCAG from managing the demands on the transportation system.
Optimize the Performance of the Transportation System	*Does not apply.* The project would not inhibit SCAG from optimizing the performance of the transportation system.
Promoting Walking, Biking and Other Forms of Active Transportation	*Does not apply.* The project would not inhibit SCAG from promoting walking, biking, and other forms of active transportation.
Strengthen the Regional Transportation Network for Goods Movement	*Does not apply.* The project would not inhibit SCAG from strengthening the regional transportation network for goods movement.
Leverage Technology	*Does not apply.* The project would not inhibit SCAG from leveraging technology for the transportation system.

Table

Improve Airport Access	*Does not apply.* The project would not inhibit SCAG from improving airport access.
Focus New Growth Around Transit	*Does not apply.* The project would not inhibit SCAG from focusing new growth around transit corridors.
Improve Air Quality and GHG	*Consistent*. The project would not exceed SCAQMD thresholds for criteria air pollutant and GHG emissions during construction and operation.
Preserve Natural Lands	*Consistent*. The project would not impact natural lands during construction or operation. The current site is developed as lightindustrial.

Source: SCAG 2016.

As shown in Table 9, the project would not conflict with the goals within SCAG's 2016 RTP/SCS. While striving to achieve the NAAQS for O_3 and $PM_{2.5}$ and the CAAQS for O_3, PM_{10}, and $PM_{2.5}$ through a variety of air quality control measures, the SCAQMD 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). As discussed in Section 3.2.1, the demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2016–2040 RTP/SCS, which are based on general plans for cities and counties in the SCAB, were used to estimate future emissions in the 2016 AQMP (SCAQMD 2017). Accordingly, the 2016 AQMP is generally consistent with local government plans. The project does not have growth-inducing

components and thus would not conflict with the growth projections within the 2016 AQMP. Therefore, the project would be consistent with the goals of the 2016 AQMP.

Consistency with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. In addition to demonstrating the Region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020-2045 RTP/SCS and reducing GHGs (SCAG 2020): focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region. The strategies that pertain to residential development and SCAG's support of local jurisdiction sustainability efforts would not apply to the project. The project's compliance with the applicable strategy is presented below(SCAG 2020).

- Focus Growth Near Destinations and Mobility Options. The project's compliance with this strategy of the 2020-2045 RTP/SCS is demonstrated via the project's land use characteristics and features that would reduce vehicular trips and VMT. Regarding VMT reduction characteristics, the project site is located within an HQTA as designated by the 2020-2045 RTP/SCS. HQTAs are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs (SCAG 2020).The project site is located in the vicinity of the Los Angeles Metropolitan Transportation Authority (Metro) "A" (Blue) Line light rail Slauson Station. As a rail transit station, the Slauson Station qualifies as major transit stop. Additionally, the project focuses employment within a commercial center of the City. As such, the project would provide employees and customers with access to public which would facilitate a reduction in VMT and related vehicular GHG emissions.

Based on the analysis above, the project would be consistent with the SCAG 2020-2045 RTP/SCS.

Consistency with CARB's Scoping Plan

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source

emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 10 highlights measures that have been, or will be, developed under the Scoping Plan and presents the project's consistency with Scoping Plan measures. The project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the project.

Table 10. Proposed Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Consistency
Transportation Sector		
Advanced Clean Cars	T-1	*Consistent.* The project's employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	*Consistent.* Motor vehicles driven by the project's employees would use compliant fuels.
Electricity and Natural Gas Sector		
Renewables Portfolio Standard (33% by 2020)	E-3	*Consistent.* The project would use electricity provided by SCE which is attaining the RPS goals..
Renewables Portfolio Standard (50% by 2050)	N/A	*Consistent.* The project would use electricity provided by SCE which is attaining the RPS goals..
Recycling and Waste Management Sector		
Mandatory Commercial Recycling	RW-3	*Consistent.* The project would include recycling during both construction and operation.

Source: CARB 2008, 2017.
Notes: GHG = greenhouse gas; CARB = California Air Resources Board; VMT = vehicle miles traveled; SB = Senate Bill; N/A = not applicable; SF_6 = sulfur hexafluoride.

Based on the analysis in Table 10, the project would be consistent with the applicable strategies and measures in the Scoping Plan.

The project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (EO) S-03-05 and SB 32. EO S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the

maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory toward meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

To begin, CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-03-05. This is confirmed in the Second Update, which states (CARB 2017):

> The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The project would not interfere with implementation of any of the previously described GHG reduction goals for 2030 or 2050 because the project would not exceed SCAQMD's recommended screening threshold of 1,400 MT CO_2e per year (SCAQMD 2008a). Because the project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the state's trajectory toward the previously described statewide GHG reduction goals for 2030 or 2050.

As discussed previously, the project is consistent with the GHG emission reduction measures in the Scoping Plan and would not conflict with the state's trajectory toward future GHG reductions. In addition, since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional mitigation measures for the project would be speculative and cannot be identified at this time. The project's consistency would assist in meeting the City's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and EO S-03-05, CARB has also made clear its legal interpretation is that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target by 2030 and EO S-03-05's 80% reduction target by 2050; this legal interpretation by an expert agency provides

evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets. Based on the considerations previously outlined, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. Therefore, impacts associated with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be less than significant.

5 Conclusions

Emissions generated during construction and operation of the project would not exceed SCAQMD's significance thresholds. Similarly, the emissions would also not exceed the LST significance thresholds for sensitive receptors during construction. Therefore, the project would result in a less than significant impact.

Estimated total GHG emissions generated during operation, including amortized construction emissions, would be below the SCAQMD's bright-line threshold of 1,400 MT CO_2e per year. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs as there are currently no mandatory GHG regulations or finalized agency guidelines that would apply to implementation of this project. Accordingly, potential cumulative GHG impacts would be less than significant.

As such, the proposed project would not result in significant impacts to air quality or GHG emissions.

Sincerely,

Adam Poll, QEP, LEED AP BD+C Senior
Air Quality Specialist

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Attachment A

CalEEMod Emissions Outputs

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Randolph St Self-Storage Project
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.84	1000sqft	0.02	835.00	0
Unrefrigerated Warehouse-No Rail	259.27	1000sqft	1.99	259,270.00	0
Other Asphalt Surfaces	0.97	Acre	0.97	42,253.20	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.17	Acre	0.17	7,405.20	0
Strip Mall	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In accordance with SCE 2019 Sustainability Report.

Land Use - Based on site plan for project.

Construction Phase - Based on applicant provided information.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Grading - CalEEMod defaults.

Demolition - Based on site plan for project.

Trips and VMT - CalEEMod defaults. Trips rounded up to account for whole round trips.

On-road Fugitive Dust - CalEEMod defaults.

Architectural Coating - CalEEMod defaults.

Vehicle Trips - Based on VMT analysis.

Road Dust - CalEEMod defaults.

Consumer Products - CalEEMod defaults.

Area Coating - CalEEMod defaults.

Landscape Equipment - CalEEMod defaults.

Energy Use - CalEEMod defaults.

Water And Wastewater - CalEEMod defaults.

Solid Waste - CalEEMod defaults.

Construction Off-road Equipment Mitigation - In accordance with SCAQMD Rule 403.

Randolph St Self-Storage Project - South Coast AQMD Air District, Annual

Energy Mitigation - In accordance with 2019 Title 24.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	35.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	PhaseEndDate	5/24/2022	6/27/2022
tblConstructionPhase	PhaseEndDate	4/4/2022	4/13/2022
tblConstructionPhase	PhaseEndDate	5/17/2021	5/26/2021
tblConstructionPhase	PhaseEndDate	4/28/2022	5/9/2022
tblConstructionPhase	PhaseEndDate	5/5/2021	5/14/2021
tblConstructionPhase	PhaseStartDate	4/29/2022	5/10/2022
tblConstructionPhase	PhaseStartDate	5/18/2021	5/27/2021
tblConstructionPhase	PhaseStartDate	5/6/2021	5/15/2021
tblConstructionPhase	PhaseStartDate	4/5/2022	4/14/2022
tblLandUse	LotAcreage	5.95	1.99
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblTripsAndVMT	VendorTripNumber	53.00	54.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00

tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	27.00	28.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	42.04	37.83
tblVehicleTrips	ST_TR	1.68	1.52
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	20.43	37.83
tblVehicleTrips	SU_TR	1.68	1.52
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	44.32	37.83
tblVehicleTrips	WD_TR	1.68	1.52
tblWater	IndoorWaterUseRate	59,956,187.50	0.00
tblWater	OutdoorWaterUseRate	91,504.21	0.00
tblWater	OutdoorWaterUseRate	272,395.72	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2723	2.5027	2.1998	5.1800e003	0.3093	0.1095	0.4188	0.1172	0.1024	0.2197	0.0000	464.5753	464.5753	0.0733	0.0000	466.4082
2022	1.3442	0.8768	0.9647	2.2700e003	0.0742	0.0361	0.1104	0.0200	0.0340	0.0540	0.0000	203.3953	203.3953	0.0294	0.0000	204.1307
Maximum	**1.3442**	**2.5027**	**2.1998**	**5.1800e003**	**0.3093**	**0.1095**	**0.4188**	**0.1172**	**0.1024**	**0.2197**	**0.0000**	**464.5753**	**464.5753**	**0.0733**	**0.0000**	**466.4082**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2723	2.5027	2.1998	5.1800e003	0.2215	0.1095	0.3310	0.0750	0.1024	0.1774	0.0000	464.5751	464.5751	0.0733	0.0000	466.4079
2022	1.3442	0.8768	0.9647	2.2700e003	0.0742	0.0361	0.1104	0.0200	0.0340	0.0540	0.0000	203.3952	203.3952	0.0294	0.0000	204.1306
Maximum	**1.3442**	**2.5027**	**2.1998**	**5.1800e003**	**0.2215**	**0.1095**	**0.3310**	**0.0750**	**0.1024**	**0.1774**	**0.0000**	**464.5751**	**464.5751**	**0.0733**	**0.0000**	**466.4079**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**22.88**	**0.00**	**16.58**	**30.80**	**0.00**	**15.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-1-2021**	**6-30-2021**	1.0714	1.0714
2	**7-1-2021**	**9-30-2021**	0.8405	0.8405
3	**10-1-2021**	**12-31-2021**	0.8431	0.8431
4	**1-1-2022**	**3-31-2022**	0.7488	0.7488
5	**4-1-2022**	**6-30-2022**	1.4802	1.4802
		Highest	1.4802	1.4802

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0894	3.0000e005	3.7400e003	0.0000		1.0000e005	1.0000e005		1.0000e005	1.0000e005	0.0000	7.2500e003	7.2500e003	2.0000e005	0.0000	7.7300e003
Energy	1.3200e003	0.0120	0.0101	7.0000e005		9.1000e004	9.1000e004		9.1000e004	9.1000e004	0.0000	281.0405	281.0405	2.5000e004	2.4000e004	281.1179
Mobile	0.1827	1.0428	2.4898	9.5800e003	0.8041	7.5800e003	0.8117	0.2155	7.0800e003	0.2226	0.0000	885.3318	885.3318	0.0421	0.0000	886.3833
Waste						0.0000	0.0000		0.0000	0.0000	50.9101	0.0000	50.9101	3.0087	0.0000	126.1277

Water						0.0000	0.0000		0.0000	0.0000	0.1884	2.4177	2.6060	0.0194	4.6000e004	3.2258
Total	**1.2735**	**1.0548**	**2.5036**	**9.6500e003**	**0.8041**	**8.5000e003**	**0.8126**	**0.2155**	**8.0000e003**	**0.2235**	**51.0985**	**1,168.797 1**	**1,219.895 6**	**3.0704**	**7.0000e004**	**1,296.862 4**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0894	3.0000e005	3.7400e003	0.0000		1.0000e005	1.0000e005		1.0000e005	1.0000e005	0.0000	7.2500e003	7.2500e003	2.0000e005	0.0000	7.7300e003
Energy	9.4000e004	8.5400e003	7.1700e003	5.0000e005		6.5000e004	6.5000e004		6.5000e004	6.5000e004	0.0000	263.0360	263.0360	1.8000e004	1.7000e004	263.0913
Mobile	0.1827	1.0428	2.4898	9.5800e003	0.8041	7.5800e003	0.8117	0.2155	7.0800e003	0.2226	0.0000	885.3318	885.3318	0.0421	0.0000	886.3833
Waste						0.0000	0.0000		0.0000	0.0000	50.9101	0.0000	50.9101	3.0087	0.0000	126.1277
Water						0.0000	0.0000		0.0000	0.0000	0.1884	2.4177	2.6060	0.0194	4.6000e004	3.2258
Total	**1.2731**	**1.0513**	**2.5007**	**9.6300e003**	**0.8041**	**8.2400e003**	**0.8123**	**0.2155**	**7.7400e003**	**0.2232**	**51.0985**	**1,150.792 7**	**1,201.891 2**	**3.0703**	**6.3000e004**	**1,278.835 8**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.03**	**0.33**	**0.12**	**0.21**	**0.00**	**3.06**	**0.03**	**0.00**	**3.25**	**0.12**	**0.00**	**1.54**	**1.48**	**0.00**	**10.00**	**1.39**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	5/14/2021	5	12	
3	Grading	Grading	5/15/2021	5/26/2021	5	8	
4	Building Construction	Building Construction	5/27/2021	4/13/2022	5	230	
5	Paving	Paving	4/14/2022	5/9/2022	5	18	
6	Architectural Coating	Architectural Coating	5/10/2022	6/27/2022	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 1.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 399,158; Non-Residential Outdoor: 133,053; Striped Parking Area: 3,135 (Architectural Coating ±sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	136.00	54.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Demolition	6	16.00	2.00	230.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	16.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0249	0.0000	0.0249	3.7700e003	0.0000	3.7700e003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3144	0.2157	3.9000e004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e004**	**0.0249**	**0.0155**	**0.0404**	**3.7700e003**	**0.0144**	**0.0182**	**0.0000**	**34.0008**	**34.0008**	**9.5700e003**	**0.0000**	**34.2400**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.4000e004	0.0300	6.3600e003	9.0000e005	1.9800e003	9.0000e005	2.0700e003	5.4000e004	9.0000e005	6.3000e004	0.0000	8.5870	8.5870	5.9000e004	0.0000	8.6017
Vendor	6.0000e005	1.9400e003	4.8000e004	1.0000e005	1.3000e004	0.0000	1.3000e004	4.0000e005	0.0000	4.0000e005	0.0000	0.4883	0.4883	3.0000e005	0.0000	0.4891
Worker	6.7000e004	4.9000e004	5.5800e003	2.0000e005	1.7600e003	1.0000e005	1.7700e003	4.7000e004	1.0000e005	4.8000e004	0.0000	1.5291	1.5291	4.0000e005	0.0000	1.5301
Total	**1.5700e003**	**0.0324**	**0.0124**	**1.2000e004**	**3.8700e003**	**1.0000e004**	**3.9700e003**	**1.0500e003**	**1.0000e004**	**1.1500e003**	**0.0000**	**10.6044**	**10.6044**	**6.6000e004**	**0.0000**	**10.6209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0112	0.0000	0.0112	1.7000e003	0.0000	1.7000e003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3144	0.2157	3.9000e004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e004**	**0.0112**	**0.0155**	**0.0267**	**1.7000e003**	**0.0144**	**0.0161**	**0.0000**	**34.0007**	**34.0007**	**9.5700e003**	**0.0000**	**34.2400**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.4000e004	0.0300	6.3600e003	9.0000e005	1.9800e003	9.0000e005	2.0700e003	5.4000e004	9.0000e005	6.3000e004	0.0000	8.5870	8.5870	5.9000e004	0.0000	8.6017
Vendor	6.0000e005	1.9400e003	4.8000e004	1.0000e005	1.3000e004	0.0000	1.3000e004	4.0000e005	0.0000	4.0000e005	0.0000	0.4883	0.4883	3.0000e005	0.0000	0.4891
Worker	6.7000e004	4.9000e004	5.5800e003	2.0000e005	1.7600e003	1.0000e005	1.7700e003	4.7000e004	1.0000e005	4.8000e004	0.0000	1.5291	1.5291	4.0000e005	0.0000	1.5301
Total	**1.5700e003**	**0.0324**	**0.0124**	**1.2000e004**	**3.8700e003**	**1.0000e004**	**3.9700e003**	**1.0500e003**	**1.0000e004**	**1.1500e003**	**0.0000**	**10.6044**	**10.6044**	**6.6000e004**	**0.0000**	**10.6209**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1084	0.0000	0.1084	0.0596	0.0000	0.0596	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0233	0.2430	0.1269	2.3000e004		0.0123	0.0123		0.0113	0.0113	0.0000	20.0614	20.0614	6.4900e003	0.0000	20.2236
Total	**0.0233**	**0.2430**	**0.1269**	**2.3000e004**	**0.1084**	**0.0123**	**0.1207**	**0.0596**	**0.0113**	**0.0709**	**0.0000**	**20.0614**	**20.0614**	**6.4900e003**	**0.0000**	**20.2236**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e005	1.1600e003	2.9000e004	0.0000	8.0000e005	0.0000	8.0000e005	2.0000e005	0.0000	2.0000e005	0.0000	0.2930	0.2930	2.0000e005	0.0000	0.2934
Worker	4.5000e004	3.3000e004	3.7600e003	1.0000e005	1.1800e003	1.0000e005	1.1900e003	3.1000e004	1.0000e005	3.2000e004	0.0000	1.0321	1.0321	3.0000e005	0.0000	1.0328
Total	**4.8000e004**	**1.4900e003**	**4.0500e003**	**1.0000e005**	**1.2600e003**	**1.0000e005**	**1.2700e003**	**3.3000e004**	**1.0000e005**	**3.4000e004**	**0.0000**	**1.3251**	**1.3251**	**5.0000e005**	**0.0000**	**1.3262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0488	0.0000	0.0488	0.0268	0.0000	0.0268	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0233	0.2430	0.1269	2.3000e004		0.0123	0.0123		0.0113	0.0113	0.0000	20.0614	20.0614	6.4900e003	0.0000	20.2236
Total	**0.0233**	**0.2430**	**0.1269**	**2.3000e004**	**0.0488**	**0.0123**	**0.0611**	**0.0268**	**0.0113**	**0.0381**	**0.0000**	**20.0614**	**20.0614**	**6.4900e003**	**0.0000**	**20.2236**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e005	1.1600e003	2.9000e004	0.0000	8.0000e005	0.0000	8.0000e005	2.0000e005	0.0000	2.0000e005	0.0000	0.2930	0.2930	2.0000e005	0.0000	0.2934
Worker	4.5000e004	3.3000e004	3.7600e003	1.0000e005	1.1800e003	1.0000e005	1.1900e003	3.1000e004	1.0000e005	3.2000e004	0.0000	1.0321	1.0321	3.0000e005	0.0000	1.0328
Total	**4.8000e004**	**1.4900e003**	**4.0500e003**	**1.0000e005**	**1.2600e003**	**1.0000e005**	**1.2700e003**	**3.3000e004**	**1.0000e005**	**3.4000e004**	**0.0000**	**1.3251**	**1.3251**	**5.0000e005**	**0.0000**	**1.3262**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1600e003	0.0990	0.0634	1.2000e004		4.6400e003	4.6400e003		4.2700e003	4.2700e003	0.0000	10.4215	10.4215	3.3700e003	0.0000	10.5057
Total	**9.1600e003**	**0.0990**	**0.0634**	**1.2000e004**	**0.0262**	**4.6400e003**	**0.0309**	**0.0135**	**4.2700e003**	**0.0177**	**0.0000**	**10.4215**	**10.4215**	**3.3700e003**	**0.0000**	**10.5057**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e005	7.7000e004	1.9000e004	0.0000	5.0000e005	0.0000	5.0000e005	1.0000e005	0.0000	2.0000e005	0.0000	0.1953	0.1953	1.0000e005	0.0000	0.1956
Worker	2.7000e004	2.0000e004	2.2300e003	1.0000e005	7.0000e004	1.0000e005	7.1000e004	1.9000e004	0.0000	1.9000e004	0.0000	0.6116	0.6116	2.0000e005	0.0000	0.6120
Total	**2.9000e004**	**9.7000e004**	**2.4200e003**	**1.0000e005**	**7.5000e004**	**1.0000e005**	**7.6000e004**	**2.0000e004**	**0.0000**	**2.1000e004**	**0.0000**	**0.8069**	**0.8069**	**3.0000e005**	**0.0000**	**0.8077**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0118	0.0000	0.0118	6.0600e003	0.0000	6.0600e003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.1600e003	0.0990	0.0634	1.2000e004		4.6400e003	4.6400e003		4.2700e003	4.2700e003	0.0000	10.4215	10.4215	3.3700e003	0.0000	10.5057
Total	**9.1600e003**	**0.0990**	**0.0634**	**1.2000e004**	**0.0118**	**4.6400e003**	**0.0164**	**6.0600e003**	**4.2700e003**	**0.0103**	**0.0000**	**10.4215**	**10.4215**	**3.3700e003**	**0.0000**	**10.5057**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e005	7.7000e004	1.9000e004	0.0000	5.0000e005	0.0000	5.0000e005	1.0000e005	0.0000	2.0000e005	0.0000	0.1953	0.1953	1.0000e005	0.0000	0.1956
Worker	2.7000e004	2.0000e004	2.2300e003	1.0000e005	7.0000e004	1.0000e005	7.1000e004	1.9000e004	0.0000	1.9000e004	0.0000	0.6116	0.6116	2.0000e005	0.0000	0.6120
Total	**2.9000e004**	**9.7000e004**	**2.4200e003**	**1.0000e005**	**7.5000e004**	**1.0000e005**	**7.6000e004**	**2.0000e004**	**0.0000**	**2.1000e004**	**0.0000**	**0.8069**	**0.8069**	**3.0000e005**	**0.0000**	**0.8077**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1492	1.3684	1.3012	2.1100e003		0.0753	0.0753		0.0708	0.0708	0.0000	181.8353	181.8353	0.0439	0.0000	182.9320
Total	**0.1492**	**1.3684**	**1.3012**	**2.1100e003**		**0.0753**	**0.0753**		**0.0708**	**0.0708**	**0.0000**	**181.8353**	**181.8353**	**0.0439**	**0.0000**	**182.9320**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0121	0.4102	0.1017	1.0700e003	0.0267	8.3000e004	0.0275	7.7100e003	7.9000e004	8.5000e003	0.0000	103.4937	103.4937	6.5500e003	0.0000	103.6573
Worker	0.0445	0.0329	0.3720	1.1300e003	0.1171	8.8000e004	0.1180	0.0311	8.1000e004	0.0319	0.0000	102.0263	102.0263	2.7400e003	0.0000	102.0947
Total	**0.0566**	**0.4431**	**0.4737**	**2.2000e003**	**0.1439**	**1.7100e003**	**0.1456**	**0.0388**	**1.6000e003**	**0.0404**	**0.0000**	**205.5200**	**205.5200**	**9.2900e003**	**0.0000**	**205.7520**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1492	1.3684	1.3012	2.1100e003		0.0753	0.0753		0.0708	0.0708	0.0000	181.8351	181.8351	0.0439	0.0000	182.9318
Total	**0.1492**	**1.3684**	**1.3012**	**2.1100e003**		**0.0753**	**0.0753**		**0.0708**	**0.0708**	**0.0000**	**181.8351**	**181.8351**	**0.0439**	**0.0000**	**182.9318**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0121	0.4102	0.1017	1.0700e003	0.0267	8.3000e004	0.0275	7.7100e003	7.9000e004	8.5000e003	0.0000	103.4937	103.4937	6.5500e003	0.0000	103.6573
Worker	0.0445	0.0329	0.3720	1.1300e003	0.1171	8.8000e004	0.1180	0.0311	8.1000e004	0.0319	0.0000	102.0263	102.0263	2.7400e003	0.0000	102.0947
Total	**0.0566**	**0.4431**	**0.4737**	**2.2000e003**	**0.1439**	**1.7100e003**	**0.1456**	**0.0388**	**1.6000e003**	**0.0404**	**0.0000**	**205.5200**	**205.5200**	**9.2900e003**	**0.0000**	**205.7520**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0623	0.5700	0.5973	9.8000e004		0.0295	0.0295		0.0278	0.0278	0.0000	84.5797	84.5797	0.0203	0.0000	85.0863
Total	**0.0623**	**0.5700**	**0.5973**	**9.8000e004**		**0.0295**	**0.0295**		**0.0278**	**0.0278**	**0.0000**	**84.5797**	**84.5797**	**0.0203**	**0.0000**	**85.0863**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	5.2600e003	0.1808	0.0447	4.9000e004	0.0124	3.3000e004	0.0128	3.5800e003	3.2000e004	3.9000e003	0.0000	47.6976	47.6976	2.9300e003	0.0000	47.7708
Worker	0.0194	0.0138	0.1597	5.1000e004	0.0545	4.0000e004	0.0549	0.0145	3.7000e004	0.0148	0.0000	45.7381	45.7381	1.1500e003	0.0000	45.7669
Total	**0.0247**	**0.1946**	**0.2044**	**1.0000e003**	**0.0669**	**7.3000e004**	**0.0676**	**0.0180**	**6.9000e004**	**0.0187**	**0.0000**	**93.4357**	**93.4357**	**4.0800e003**	**0.0000**	**93.5377**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0623	0.5700	0.5973	9.8000e004		0.0295	0.0295		0.0278	0.0278	0.0000	84.5796	84.5796	0.0203	0.0000	85.0862
Total	**0.0623**	**0.5700**	**0.5973**	**9.8000e004**		**0.0295**	**0.0295**		**0.0278**	**0.0278**	**0.0000**	**84.5796**	**84.5796**	**0.0203**	**0.0000**	**85.0862**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2600e003	0.1808	0.0447	4.9000e004	0.0124	3.3000e004	0.0128	3.5800e003	3.2000e004	3.9000e003	0.0000	47.6976	47.6976	2.9300e003	0.0000	47.7708

Worker	0.0194	0.0138	0.1597	5.1000e004	0.0545	4.0000e004	0.0549	0.0145	3.7000e004	0.0148	0.0000	45.7381	45.7381	1.1500e003	0.0000	45.7669
Total	**0.0247**	**0.1946**	**0.2044**	**1.0000e003**	**0.0669**	**7.3000e004**	**0.0676**	**0.0180**	**6.9000e004**	**0.0187**	**0.0000**	**93.4357**	**93.4357**	**4.0800e003**	**0.0000**	**93.5377**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.7900e003	0.0857	0.1098	1.7000e004		4.3900e003	4.3900e003		4.0500e003	4.0500e003	0.0000	14.7383	14.7383	4.6300e003	0.0000	14.8540
Paving	1.5600e003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0104**	**0.0857**	**0.1098**	**1.7000e004**		**4.3900e003**	**4.3900e003**		**4.0500e003**	**4.0500e003**	**0.0000**	**14.7383**	**14.7383**	**4.6300e003**	**0.0000**	**14.8540**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	7.0000e004	5.0000e004	5.7900e003	2.0000e005	1.9700e003	1.0000e005	1.9900e003	5.2000e004	1.0000e005	5.4000e004	0.0000	1.6585	1.6585	4.0000e005	0.0000	1.6596
Total	**7.0000e004**	**5.0000e004**	**5.7900e003**	**2.0000e005**	**1.9700e003**	**1.0000e005**	**1.9900e003**	**5.2000e004**	**1.0000e005**	**5.4000e004**	**0.0000**	**1.6585**	**1.6585**	**4.0000e005**	**0.0000**	**1.6596**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.7900e003	0.0857	0.1098	1.7000e004		4.3900e003	4.3900e003		4.0500e003	4.0500e003	0.0000	14.7383	14.7383	4.6300e003	0.0000	14.8540
Paving	1.5600e003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0104**	**0.0857**	**0.1098**	**1.7000e004**		**4.3900e003**	**4.3900e003**		**4.0500e003**	**4.0500e003**	**0.0000**	**14.7383**	**14.7383**	**4.6300e003**	**0.0000**	**14.8540**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e004	5.0000e004	5.7900e003	2.0000e005	1.9700e003	1.0000e005	1.9900e003	5.2000e004	1.0000e005	5.4000e004	0.0000	1.6585	1.6585	4.0000e005	0.0000	1.6596

Total	**7.0000e004**	**5.0000e004**	**5.7900e003**	**2.0000e005**	**1.9700e003**	**1.0000e005**	**1.9900e003**	**5.2000e004**	**1.0000e005**	**5.4000e004**	**0.0000**	**1.6585**	**1.6585**	**4.0000e005**	**0.0000**	**1.6596**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5800e003	0.0247	0.0317	5.0000e005		1.4300e003	1.4300e003		1.4300e003	1.4300e003	0.0000	4.4682	4.4682	2.9000e004	0.0000	4.4755
Total	**1.2442**	**0.0247**	**0.0317**	**5.0000e005**		**1.4300e003**	**1.4300e003**		**1.4300e003**	**1.4300e003**	**0.0000**	**4.4682**	**4.4682**	**2.9000e004**	**0.0000**	**4.4755**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9200e003	1.3600e003	0.0158	5.0000e005	5.3800e003	4.0000e005	5.4200e003	1.4300e003	4.0000e005	1.4600e003	0.0000	4.5149	4.5149	1.1000e004	0.0000	4.5177

Total	**1.9200e003**	**1.3600e003**	**0.0158**	**5.0000e005**	**5.3800e003**	**4.0000e005**	**5.4200e003**	**1.4300e003**	**4.0000e005**	**1.4600e003**	**0.0000**	**4.5149**	**4.5149**	**1.1000e004**	**0.0000**	**4.5177**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5800e003	0.0247	0.0317	5.0000e005		1.4300e003	1.4300e003		1.4300e003	1.4300e003	0.0000	4.4682	4.4682	2.9000e004	0.0000	4.4755
Total	**1.2442**	**0.0247**	**0.0317**	**5.0000e005**		**1.4300e003**	**1.4300e003**		**1.4300e003**	**1.4300e003**	**0.0000**	**4.4682**	**4.4682**	**2.9000e004**	**0.0000**	**4.4755**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9200e003	1.3600e003	0.0158	5.0000e005	5.3800e003	4.0000e005	5.4200e003	1.4300e003	4.0000e005	1.4600e003	0.0000	4.5149	4.5149	1.1000e004	0.0000	4.5177

Total	**1.9200e003**	**1.3600e003**	**0.0158**	**5.0000e005**	**5.3800e003**	**4.0000e005**	**5.4200e003**	**1.4300e003**	**4.0000e005**	**1.4600e003**	**0.0000**	**4.5149**	**4.5149**	**1.1000e004**	**0.0000**	**4.5177**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1827	1.0428	2.4898	9.5800e003	0.8041	7.5800e003	0.8117	0.2155	7.0800e003	0.2226	0.0000	885.3318	885.3318	0.0421	0.0000	886.3833
Unmitigated	0.1827	1.0428	2.4898	9.5800e003	0.8041	7.5800e003	0.8117	0.2155	7.0800e003	0.2226	0.0000	885.3318	885.3318	0.0421	0.0000	886.3833

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	227.00	227.00	227.00	431,889	431,889
Unrefrigerated Warehouse-No Rail	393.00	393.00	393.00	1,684,287	1,684,287
Total	620.00	620.00	620.00	2,116,176	2,116,176

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by

City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
General Office Building	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Strip Mall	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Unrefrigerated Warehouse-No Rail	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Randolph St Self-Storage Project - South Coast AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	253.7411	253.7411	0.0000	0.0000	253.7411
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	268.0145	268.0145	0.0000	0.0000	268.0145
NaturalGas Mitigated	9.4000e004	8.5400e003	7.1700e003	5.0000e005		6.5000e004	6.5000e004		6.5000e004	6.5000e004	0.0000	9.2950	9.2950	1.8000e004	1.7000e004	9.3502
NaturalGas Unmitigated	1.3200e003	0.0120	0.0101	7.0000e005		9.1000e004	9.1000e004		9.1000e004	9.1000e004	0.0000	13.0260	13.0260	2.5000e004	2.4000e004	13.1034

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	8692.35	5.0000e005	4.3000e004	3.6000e004	0.0000		3.0000e005	3.0000e005		3.0000e005	3.0000e005	0.0000	0.4639	0.4639	1.0000e005	1.0000e005	0.4666
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	9840	5.0000e005	4.8000e004	4.1000e004	0.0000		4.0000e005	4.0000e005		4.0000e005	4.0000e005	0.0000	0.5251	0.5251	1.0000e005	1.0000e005	0.5282
Unrefrigerated Warehouse-No Rail	225565	1.2200e003	0.0111	9.2900e003	7.0000e005		8.4000e004	8.4000e004		8.4000e004	8.4000e004	0.0000	12.0370	12.0370	2.3000e004	2.2000e004	12.1085
Total		**1.3200e003**	**0.0120**	**0.0101**	**7.0000e005**		**9.1000e004**	**9.1000e004**		**9.1000e004**	**9.1000e004**	**0.0000**	**13.0260**	**13.0260**	**2.5000e004**	**2.4000e004**	**13.1034**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	6182.34	3.0000e005	3.0000e004	2.5000e004	0.0000		2.0000e005	2.0000e005		2.0000e005	2.0000e005	0.0000	0.3299	0.3299	1.0000e005	1.0000e005	0.3319
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	7770	4.0000e005	3.8000e004	3.2000e004	0.0000		3.0000e005	3.0000e005		3.0000e005	3.0000e005	0.0000	0.4146	0.4146	1.0000e005	1.0000e005	0.4171
Unrefrigerated Warehouse-No Rail	160229	8.6000e004	7.8500e003	6.6000e003	5.0000e005		6.0000e004	6.0000e004		6.0000e004	6.0000e004	0.0000	8.5504	8.5504	1.6000e004	1.6000e004	8.6012
Total		**9.3000e004**	**8.5300e003**	**7.1700e003**	**5.0000e005**		**6.5000e004**	**6.5000e004**		**6.5000e004**	**6.5000e004**	**0.0000**	**9.2950**	**9.2950**	**1.8000e004**	**1.8000e004**	**9.3502**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	10846.6	2.6273	0.0000	0.0000	2.6273
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3500	0.8478	0.0000	0.0000	0.8478

Strip Mall	81000	19.6197	0.0000	0.0000	19.6197
Unrefrigerated Warehouse-No Rail	1.01115e +006	244.9198	0.0000	0.0000	244.9198
Total		**268.0145**	**0.0000**	**0.0000**	**268.0145**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	9694.35	2.3482	0.0000	0.0000	2.3482
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3500	0.8478	0.0000	0.0000	0.8478
Strip Mall	73782	17.8714	0.0000	0.0000	17.8714
Unrefrigerated Warehouse-No Rail	960595	232.6738	0.0000	0.0000	232.6738
Total		**253.7411**	**0.0000**	**0.0000**	**253.7411**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0894	3.0000e005	3.7400e003	0.0000		1.0000e005	1.0000e005		1.0000e005	1.0000e005	0.0000	7.2500e003	7.2500e003	2.0000e005	0.0000	7.7300e003
Unmitigated	1.0894	3.0000e005	3.7400e003	0.0000		1.0000e005	1.0000e005		1.0000e005	1.0000e005	0.0000	7.2500e003	7.2500e003	2.0000e005	0.0000	7.7300e003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1241					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9650					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.5000e004	3.0000e005	3.7400e003	0.0000		1.0000e005	1.0000e005		1.0000e005	1.0000e005	0.0000	7.2500e003	7.2500e003	2.0000e005	0.0000	7.7300e003
Total	**1.0894**	**3.0000e005**	**3.7400e003**	**0.0000**		**1.0000e005**	**1.0000e005**		**1.0000e005**	**1.0000e005**	**0.0000**	**7.2500e003**	**7.2500e003**	**2.0000e005**	**0.0000**	**7.7300e003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1241					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9650					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.5000e004	3.0000e005	3.7400e003	0.0000		1.0000e005	1.0000e005		1.0000e005	1.0000e005	0.0000	7.2500e003	7.2500e003	2.0000e005	0.0000	7.7300e003
Total	**1.0894**	**3.0000e005**	**3.7400e003**	**0.0000**		**1.0000e005**	**1.0000e005**		**1.0000e005**	**1.0000e005**	**0.0000**	**7.2500e003**	**7.2500e003**	**2.0000e005**	**0.0000**	**7.7300e003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.6060	0.0194	4.6000e004	3.2258
Unmitigated	2.6060	0.0194	4.6000e004	3.2258

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.202552	0.5451	0.0000	0.0000	0.5451
General Office Building	0.149296 / 0	0.5182	4.8600e003	1.1000e004	0.6741
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.444435 / 0	1.5427	0.0145	3.4000e004	2.0067
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.6060**	**0.0193**	**4.5000e004**	**3.2258**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

City Park	0 / 0.202552	0.5451	0.0000	0.0000	0.5451
General Office Building	0.149296 / 0	0.5182	4.8600e003	1.1000e004	0.6741
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.444435 / 0	1.5427	0.0145	3.4000e004	2.0067
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.6060**	**0.0193**	**4.5000e004**	**3.2258**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	50.9101	3.0087	0.0000	126.1277
Unmitigated	50.9101	3.0087	0.0000	126.1277

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.01	2.0300e003	1.2000e004	0.0000	5.0300e003
General Office Building	0.78	0.1583	9.3600e003	0.0000	0.3923
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	6.3	1.2788	0.0756	0.0000	3.1683
Unrefrigerated Warehouse-No Rail	243.71	49.4709	2.9237	0.0000	122.5621
Total		**50.9101**	**3.0087**	**0.0000**	**126.1277**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

City Park	0.01	2.0300e003	1.2000e004	0.0000	5.0300e003
General Office Building	0.78	0.1583	9.3600e003	0.0000	0.3923
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	6.3	1.2788	0.0756	0.0000	3.1683
Unrefrigerated Warehouse-No Rail	243.71	49.4709	2.9237	0.0000	122.5621
Total		**50.9101**	**3.0087**	**0.0000**	**126.1277**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Randolph St Self-Storage Project

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.84	1000sqft	0.02	835.00	0
Unrefrigerated Warehouse-No Rail	259.27	1000sqft	1.99	259,270.00	0
Other Asphalt Surfaces	0.97	Acre	0.97	42,253.20	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.17	Acre	0.17	7,405.20	0
Strip Mall	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In accordance with SCE 2019 Sustainability Report.

Land Use - Based on site plan for project.

Construction Phase - Based on applicant provided information.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Grading - CalEEMod defaults.

Demolition - Based on site plan for project.

Trips and VMT - CalEEMod defaults. Trips rounded up to account for whole round trips.

On-road Fugitive Dust - CalEEMod defaults.

Architectural Coating - CalEEMod defaults.

Vehicle Trips - Based on VMT analysis.

Road Dust - CalEEMod defaults.

Consumer Products - CalEEMod defaults.

Area Coating - CalEEMod defaults.

Landscape Equipment - CalEEMod defaults.

Energy Use - CalEEMod defaults.

Water And Wastewater - CalEEMod defaults.

Solid Waste - CalEEMod defaults.

Construction Off-road Equipment Mitigation - In accordance with SCAQMD Rule 403.

Energy Mitigation - In accordance with 2019 Title 24.

Randolph St Self-Storage Project - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	35.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	PhaseEndDate	5/24/2022	6/27/2022
tblConstructionPhase	PhaseEndDate	4/4/2022	4/13/2022
tblConstructionPhase	PhaseEndDate	5/17/2021	5/26/2021
tblConstructionPhase	PhaseEndDate	4/28/2022	5/9/2022
tblConstructionPhase	PhaseEndDate	5/5/2021	5/14/2021
tblConstructionPhase	PhaseStartDate	4/29/2022	5/10/2022
tblConstructionPhase	PhaseStartDate	5/18/2021	5/27/2021
tblConstructionPhase	PhaseStartDate	5/6/2021	5/15/2021
tblConstructionPhase	PhaseStartDate	4/5/2022	4/14/2022
tblLandUse	LotAcreage	5.95	1.99
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblTripsAndVMT	VendorTripNumber	53.00	54.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00

tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	27.00	28.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	42.04	37.83
tblVehicleTrips	ST_TR	1.68	1.52
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	20.43	37.83
tblVehicleTrips	SU_TR	1.68	1.52
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	44.32	37.83
tblVehicleTrips	WD_TR	1.68	1.52
tblWater	IndoorWaterUseRate	59,956,187.50	0.00
tblWater	OutdoorWaterUseRate	91,504.21	0.00
tblWater	OutdoorWaterUseRate	272,395.72	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9697	40.7371	22.9208	0.0558	18.2803	2.0463	20.3266	9.9877	1.8826	11.8704	0.0000	5,530.6001	5,530.6001	1.2007	0.0000	5,549.2378
2022	71.2105	20.8408	22.2561	0.0552	1.8658	0.8289	2.6946	0.5027	0.7798	1.2824	0.0000	5,464.7574	5,464.7574	0.7342	0.0000	5,483.1129
Maximum	**71.2105**	**40.7371**	**22.9208**	**0.0558**	**18.2803**	**2.0463**	**20.3266**	**9.9877**	**1.8826**	**11.8704**	**0.0000**	**5,530.6001**	**5,530.6001**	**1.2007**	**0.0000**	**5,549.2378**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9697	40.7371	22.9208	0.0558	8.3438	2.0463	10.3901	4.5259	1.8826	6.4085	0.0000	5,530.6001	5,530.6001	1.2007	0.0000	5,549.2378
2022	71.2105	20.8408	22.2561	0.0552	1.8658	0.8289	2.6946	0.5027	0.7798	1.2824	0.0000	5,464.7574	5,464.7574	0.7342	0.0000	5,483.1129
Maximum	**71.2105**	**40.7371**	**22.9208**	**0.0558**	**8.3438**	**2.0463**	**10.3901**	**4.5259**	**1.8826**	**6.4085**	**0.0000**	**5,530.6001**	**5,530.6001**	**1.2007**	**0.0000**	**5,549.2378**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.32**	**0.00**	**43.16**	**52.07**	**0.00**	**41.53**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Randolph St Self-Storage Project - South Coast AQMD Air District, Summer

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
Mobile	1.0787	5.5204	14.4151	0.0548	4.4997	0.0416	4.5414	1.2040	0.0388	1.2428		5,579.3107	5,579.3107	0.2567		5,585.7272
Total	**7.0563**	**5.5862**	**14.5000**	**0.0552**	**4.4997**	**0.0467**	**4.5464**	**1.2040**	**0.0439**	**1.2479**		**5,658.0523**	**5,658.0523**	**0.2583**	**1.4400e003**	**5,664.9405**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	5.1500e003	0.0468	0.0393	2.8000e004		3.5600e003	3.5600e003		3.5600e003	3.5600e003		56.1422	56.1422	1.0800e003	1.0300e003	56.4758
Mobile	1.0787	5.5204	14.4151	0.0548	4.4997	0.0416	4.5414	1.2040	0.0388	1.2428		5,579.3107	5,579.3107	0.2567		5,585.7272
Total	**7.0542**	**5.5675**	**14.4842**	**0.0551**	**4.4997**	**0.0453**	**4.5450**	**1.2040**	**0.0425**	**1.2465**		**5,635.5169**	**5,635.5169**	**0.2579**	**1.0300e003**	**5,642.2712**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.03	0.34	0.11	0.20	0.00	3.04	0.03	0.00	3.23	0.11	0.00	0.40	0.40	0.17	28.47	0.40

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	5/14/2021	5	12	
3	Grading	Grading	5/15/2021	5/26/2021	5	8	
4	Building Construction	Building Construction	5/27/2021	4/13/2022	5	230	
5	Paving	Paving	4/14/2022	5/9/2022	5	18	
6	Architectural Coating	Architectural Coating	5/10/2022	6/27/2022	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 1.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 399,158; Non-Residential Outdoor: 133,053; Striped Parking Area: 3,135 (Architectural Coating ±sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Randolph St Self-Storage Project - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	136.00	54.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	16.00	2.00	230.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	16.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4917	0.0000	2.4917	0.3773	0.0000	0.3773			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**2.4917**	**1.5513**	**4.0430**	**0.3773**	**1.4411**	**1.8184**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0834	2.9094	0.6159	8.8100e003	0.2010	9.0200e003	0.2100	0.0551	8.6300e003	0.0637		953.9705	953.9705	0.0636		955.5616
Vendor	5.5700e003	0.1908	0.0453	5.1000e004	0.0128	3.8000e004	0.0132	3.6900e003	3.7000e004	4.0500e003		54.4877	54.4877	3.3000e003		54.5701
Worker	0.0675	0.0438	0.6028	1.7800e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		177.1845	177.1845	4.7600e003		177.3037
Total	**0.1566**	**3.1439**	**1.2639**	**0.0111**	**0.3926**	**0.0107**	**0.4033**	**0.1062**	**0.0102**	**0.1164**		**1,185.6427**	**1,185.6427**	**0.0717**		**1,187.4353**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1213	0.0000	1.1213	0.1698	0.0000	0.1698			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**1.1213**	**1.5513**	**2.6726**	**0.1698**	**1.4411**	**1.6109**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

Randolph St Self-Storage Project - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0834	2.9094	0.6159	8.8100e003	0.2010	9.0200e003	0.2100	0.0551	8.6300e003	0.0637		953.9705	953.9705	0.0636		955.5616
Vendor	5.5700e003	0.1908	0.0453	5.1000e004	0.0128	3.8000e004	0.0132	3.6900e003	3.7000e004	4.0500e003		54.4877	54.4877	3.3000e003		54.5701
Worker	0.0675	0.0438	0.6028	1.7800e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		177.1845	177.1845	4.7600e003		177.3037
Total	**0.1566**	**3.1439**	**1.2639**	**0.0111**	**0.3926**	**0.0107**	**0.4033**	**0.1062**	**0.0102**	**0.1164**		**1,185.6427**	**1,185.6427**	**0.0717**		**1,187.4353**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5700e003	0.1908	0.0453	5.1000e004	0.0128	3.8000e004	0.0132	3.6900e003	3.7000e004	4.0500e003		54.4877	54.4877	3.3000e003		54.5701
Worker	0.0760	0.0493	0.6781	2.0000e003	0.2012	1.4800e003	0.2027	0.0534	1.3600e003	0.0547		199.3326	199.3326	5.3600e003		199.4666
Total	**0.0816**	**0.2400**	**0.7234**	**2.5100e003**	**0.2140**	**1.8600e003**	**0.2159**	**0.0571**	**1.7300e003**	**0.0588**		**253.8203**	**253.8203**	**8.6600e003**		**254.0367**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**8.1298**	**2.0445**	**10.1743**	**4.4688**	**1.8809**	**6.3497**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5700e003	0.1908	0.0453	5.1000e004	0.0128	3.8000e004	0.0132	3.6900e003	3.7000e004	4.0500e003		54.4877	54.4877	3.3000e003		54.5701
Worker	0.0760	0.0493	0.6781	2.0000e003	0.2012	1.4800e003	0.2027	0.0534	1.3600e003	0.0547		199.3326	199.3326	5.3600e003		199.4666
Total	**0.0816**	**0.2400**	**0.7234**	**2.5100e003**	**0.2140**	**1.8600e003**	**0.2159**	**0.0571**	**1.7300e003**	**0.0588**		**253.8203**	**253.8203**	**8.6600e003**		**254.0367**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5700e003	0.1908	0.0453	5.1000e004	0.0128	3.8000e004	0.0132	3.6900e003	3.7000e004	4.0500e003		54.4877	54.4877	3.3000e003		54.5701
Worker	0.0675	0.0438	0.6028	1.7800e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		177.1845	177.1845	4.7600e003		177.3037
Total	**0.0731**	**0.2346**	**0.6480**	**2.2900e003**	**0.1916**	**1.7000e003**	**0.1933**	**0.0511**	**1.5800e003**	**0.0527**		**231.6722**	**231.6722**	**8.0600e003**		**231.8737**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**2.9486**	**1.1599**	**4.1085**	**1.5154**	**1.0671**	**2.5825**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5700e003	0.1908	0.0453	5.1000e004	0.0128	3.8000e004	0.0132	3.6900e003	3.7000e004	4.0500e003		54.4877	54.4877	3.3000e003		54.5701
Worker	0.0675	0.0438	0.6028	1.7800e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		177.1845	177.1845	4.7600e003		177.3037
Total	**0.0731**	**0.2346**	**0.6480**	**2.2900e003**	**0.1916**	**1.7000e003**	**0.1933**	**0.0511**	**1.5800e003**	**0.0527**		**231.6722**	**231.6722**	**8.0600e003**		**231.8737**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

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

Vendor	0.1503	5.1503	1.2222	0.0138	0.3456	0.0104	0.3560	0.0995	9.9200e003	0.1094		1,471.1677	1,471.1677	0.0890		1,473.3925
Worker	0.5741	0.3723	5.1235	0.0151	1.5202	0.0112	1.5314	0.4032	0.0103	0.4135		1,506.0685	1,506.0685	0.0405		1,507.0810
Total	**0.7244**	**5.5226**	**6.3456**	**0.0289**	**1.8658**	**0.0216**	**1.8873**	**0.5027**	**0.0202**	**0.5229**		**2,977.2362**	**2,977.2362**	**0.1295**		**2,980.4736**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1503	5.1503	1.2222	0.0138	0.3456	0.0104	0.3560	0.0995	9.9200e003	0.1094		1,471.1677	1,471.1677	0.0890		1,473.3925
Worker	0.5741	0.3723	5.1235	0.0151	1.5202	0.0112	1.5314	0.4032	0.0103	0.4135		1,506.0685	1,506.0685	0.0405		1,507.0810

Total	**0.7244**	**5.5226**	**6.3456**	**0.0289**	**1.8658**	**0.0216**	**1.8873**	**0.5027**	**0.0202**	**0.5229**		**2,977.2362**	**2,977.2362**	**0.1295**		**2,980.4736**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1409	4.8888	1.1551	0.0137	0.3456	8.9900e003	0.3546	0.0995	8.5900e003	0.1081		1,458.3193	1,458.3193	0.0857		1,460.4611
Worker	0.5385	0.3363	4.7376	0.0146	1.5202	0.0109	1.5310	0.4032	0.0100	0.4132		1,452.1046	1,452.1046	0.0366		1,453.0196
Total	**0.6794**	**5.2251**	**5.8927**	**0.0282**	**1.8658**	**0.0199**	**1.8856**	**0.5027**	**0.0186**	**0.5213**		**2,910.4238**	**2,910.4238**	**0.1223**		**2,913.4807**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1409	4.8888	1.1551	0.0137	0.3456	8.9900e003	0.3546	0.0995	8.5900e003	0.1081		1,458.3193	1,458.3193	0.0857		1,460.4611
Worker	0.5385	0.3363	4.7376	0.0146	1.5202	0.0109	1.5310	0.4032	0.0100	0.4132		1,452.1046	1,452.1046	0.0366		1,453.0196
Total	**0.6794**	**5.2251**	**5.8927**	**0.0282**	**1.8658**	**0.0199**	**1.8856**	**0.5027**	**0.0186**	**0.5213**		**2,910.4238**	**2,910.4238**	**0.1223**		**2,913.4807**

3.6 Paving - 2022

Unmitigated Construction On-Site

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

Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0792	0.0495	0.6967	2.1400e003	0.2236	1.6000e003	0.2252	0.0593	1.4700e003	0.0608		213.5448	213.5448	5.3800e003		213.6794
Total	**0.0792**	**0.0495**	**0.6967**	**2.1400e003**	**0.2236**	**1.6000e003**	**0.2252**	**0.0593**	**1.4700e003**	**0.0608**		**213.5448**	**213.5448**	**5.3800e003**		**213.6794**

Mitigated Construction On-Site

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

Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0792	0.0495	0.6967	2.1400e003	0.2236	1.6000e003	0.2252	0.0593	1.4700e003	0.0608		213.5448	213.5448	5.3800e003		213.6794
Total	**0.0792**	**0.0495**	**0.6967**	**2.1400e003**	**0.2236**	**1.6000e003**	**0.2252**	**0.0593**	**1.4700e003**	**0.0608**		**213.5448**	**213.5448**	**5.3800e003**		**213.6794**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

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

Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1109	0.0692	0.9754	3.0000e003	0.3130	2.2400e003	0.3152	0.0830	2.0600e003	0.0851		298.9627	298.9627	7.5400e003		299.1511
Total	**0.1109**	**0.0692**	**0.9754**	**3.0000e003**	**0.3130**	**2.2400e003**	**0.3152**	**0.0830**	**2.0600e003**	**0.0851**		**298.9627**	**298.9627**	**7.5400e003**		**299.1511**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1109	0.0692	0.9754	3.0000e003	0.3130	2.2400e003	0.3152	0.0830	2.0600e003	0.0851		298.9627	298.9627	7.5400e003		299.1511
Total	**0.1109**	**0.0692**	**0.9754**	**3.0000e003**	**0.3130**	**2.2400e003**	**0.3152**	**0.0830**	**2.0600e003**	**0.0851**		**298.9627**	**298.9627**	**7.5400e003**		**299.1511**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0787	5.5204	14.4151	0.0548	4.4997	0.0416	4.5414	1.2040	0.0388	1.2428		5,579.3107	5,579.3107	0.2567		5,585.7272

Unmitigated	1.0787	5.5204	14.4151	0.0548	4.4997	0.0416	4.5414	1.2040	0.0388	1.2428		5,579.3107	5,579.3107	0.2567		5,585.7272

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	227.00	227.00	227.00	431,889	431,889
Unrefrigerated Warehouse-No Rail	393.00	393.00	393.00	1,684,287	1,684,287
Total	620.00	620.00	620.00	2,116,176	2,116,176

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

General Office Building	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Strip Mall	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Unrefrigerated Warehouse-No Rail	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.1500e003	0.0468	0.0393	2.8000e004		3.5600e003	3.5600e003		3.5600e003	3.5600e003		56.1422	56.1422	1.0800e003	1.0300e003	56.4758
NaturalGas Unmitigated	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	23.8147	2.6000e004	2.3300e003	1.9600e003	1.0000e005		1.8000e004	1.8000e004		1.8000e004	1.8000e004		2.8017	2.8017	5.0000e005	5.0000e005	2.8184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	26.9589	2.9000e004	2.6400e003	2.2200e003	2.0000e005		2.0000e004	2.0000e004		2.0000e004	2.0000e004		3.1716	3.1716	6.0000e005	6.0000e005	3.1905
Unrefrigerated Warehouse-No Rail	617.986	6.6600e003	0.0606	0.0509	3.6000e004		4.6000e003	4.6000e003		4.6000e003	4.6000e003		72.7042	72.7042	1.3900e003	1.3300e003	73.1363
Total		**7.2100e003**	**0.0656**	**0.0551**	**3.9000e004**		**4.9800e003**	**4.9800e003**		**4.9800e003**	**4.9800e003**		**78.6776**	**78.6776**	**1.5000e003**	**1.4400e003**	**79.1451**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0169379	1.8000e004	1.6600e003	1.3900e003	1.0000e005		1.3000e004	1.3000e004		1.3000e004	1.3000e004		1.9927	1.9927	4.0000e005	4.0000e005	2.0045
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0212877	2.3000e004	2.0900e003	1.7500e003	1.0000e005		1.6000e004	1.6000e004		1.6000e004	1.6000e004		2.5044	2.5044	5.0000e005	5.0000e005	2.5193
Unrefrigerated Warehouse-No Rail	0.438983	4.7300e003	0.0430	0.0362	2.6000e004		3.2700e003	3.2700e003		3.2700e003	3.2700e003		51.6451	51.6451	9.9000e004	9.5000e004	51.9520
Total		**5.1400e003**	**0.0468**	**0.0393**	**2.8000e004**		**3.5600e003**	**3.5600e003**		**3.5600e003**	**3.5600e003**		**56.1422**	**56.1422**	**1.0800e003**	**1.0400e003**	**56.4758**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Unmitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Randolph St Self-Storage Project
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.84	1000sqft	0.02	835.00	0
Unrefrigerated Warehouse-No Rail	259.27	1000sqft	1.99	259,270.00	0
Other Asphalt Surfaces	0.97	Acre	0.97	42,253.20	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.17	Acre	0.17	7,405.20	0
Strip Mall	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In accordance with SCE 2019 Sustainability Report.

Land Use - Based on site plan for project.

Construction Phase - Based on applicant provided information.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Grading - CalEEMod defaults.

Demolition - Based on site plan for project.

Trips and VMT - CalEEMod defaults. Trips rounded up to account for whole round trips.

On-road Fugitive Dust - CalEEMod defaults.

Architectural Coating - CalEEMod defaults.

Vehicle Trips - Based on VMT analysis.

Road Dust - CalEEMod defaults.

Consumer Products - CalEEMod defaults.

Area Coating - CalEEMod defaults.

Landscape Equipment - CalEEMod defaults.

Energy Use - CalEEMod defaults.

Water And Wastewater - CalEEMod defaults.

Solid Waste - CalEEMod defaults.

Construction Off-road Equipment Mitigation - In accordance with SCAQMD Rule 403.

Randolph St Self-Storage Project - South Coast AQMD Air District, Winter

Energy Mitigation - In accordance with 2019 Title 24.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	35.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	PhaseEndDate	5/24/2022	6/27/2022
tblConstructionPhase	PhaseEndDate	4/4/2022	4/13/2022
tblConstructionPhase	PhaseEndDate	5/17/2021	5/26/2021
tblConstructionPhase	PhaseEndDate	4/28/2022	5/9/2022
tblConstructionPhase	PhaseEndDate	5/5/2021	5/14/2021
tblConstructionPhase	PhaseStartDate	4/29/2022	5/10/2022
tblConstructionPhase	PhaseStartDate	5/18/2021	5/27/2021
tblConstructionPhase	PhaseStartDate	5/6/2021	5/15/2021
tblConstructionPhase	PhaseStartDate	4/5/2022	4/14/2022
tblLandUse	LotAcreage	5.95	1.99
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblTripsAndVMT	VendorTripNumber	53.00	54.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00

tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	27.00	28.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblTripsAndVMT	WorkerTripNumber	15.00	16.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	42.04	37.83
tblVehicleTrips	ST_TR	1.68	1.52
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	20.43	37.83
tblVehicleTrips	SU_TR	1.68	1.52
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	44.32	37.83
tblVehicleTrips	WD_TR	1.68	1.52
tblWater	IndoorWaterUseRate	59,956,187.50	0.00
tblWater	OutdoorWaterUseRate	91,504.21	0.00
tblWater	OutdoorWaterUseRate	272,395.72	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9771	40.7412	22.8185	0.0544	18.2803	2.0463	20.3266	9.9877	1.8827	11.8704	0.0000	5,390.4433	5,390.4433	1.2006	0.0000	5,409.1769
2022	71.2211	20.8530	21.9063	0.0538	1.8658	0.8292	2.6949	0.5027	0.7800	1.2827	0.0000	5,328.1921	5,328.1921	0.7380	0.0000	5,346.6417
Maximum	**71.2211**	**40.7412**	**22.8185**	**0.0544**	**18.2803**	**2.0463**	**20.3266**	**9.9877**	**1.8827**	**11.8704**	**0.0000**	**5,390.4433**	**5,390.4433**	**1.2006**	**0.0000**	**5,409.1769**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9771	40.7412	22.8185	0.0544	8.3438	2.0463	10.3902	4.5259	1.8827	6.4085	0.0000	5,390.4433	5,390.4433	1.2006	0.0000	5,409.1769
2022	71.2211	20.8530	21.9063	0.0538	1.8658	0.8292	2.6949	0.5027	0.7800	1.2827	0.0000	5,328.1921	5,328.1921	0.7380	0.0000	5,346.6417
Maximum	**71.2211**	**40.7412**	**22.8185**	**0.0544**	**8.3438**	**2.0463**	**10.3902**	**4.5259**	**1.8827**	**6.4085**	**0.0000**	**5,390.4433**	**5,390.4433**	**1.2006**	**0.0000**	**5,409.1769**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.32**	**0.00**	**43.16**	**52.07**	**0.00**	**41.53**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
Mobile	1.0249	5.6285	13.4581	0.0519	4.4997	0.0418	4.5416	1.2040	0.0391	1.2430		5,284.8280	5,284.8280	0.2565		5,291.2395
Total	**7.0025**	**5.6943**	**13.5430**	**0.0523**	**4.4997**	**0.0469**	**4.5467**	**1.2040**	**0.0441**	**1.2481**		**5,363.5696**	**5,363.5696**	**0.2581**	**1.4400e003**	**5,370.4528**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	5.1500e003	0.0468	0.0393	2.8000e004		3.5600e003	3.5600e003		3.5600e003	3.5600e003		56.1422	56.1422	1.0800e003	1.0300e003	56.4758

Mobile	1.0249	5.6285	13.4581	0.0519	4.4997	0.0418	4.5416	1.2040	0.0391	1.2430		5,284.8280	5,284.8280	0.2565		5,291.2395
Total	**7.0004**	**5.6755**	**13.5273**	**0.0522**	**4.4997**	**0.0455**	**4.5453**	**1.2040**	**0.0427**	**1.2467**		**5,341.0342**	**5,341.0342**	**0.2577**	**1.0300e003**	**5,347.7835**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.03**	**0.33**	**0.12**	**0.21**	**0.00**	**3.03**	**0.03**	**0.00**	**3.22**	**0.11**	**0.00**	**0.42**	**0.42**	**0.17**	**28.47**	**0.42**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	5/14/2021	5	12	
3	Grading	Grading	5/15/2021	5/26/2021	5	8	
4	Building Construction	Building Construction	5/27/2021	4/13/2022	5	230	
5	Paving	Paving	4/14/2022	5/9/2022	5	18	
6	Architectural Coating	Architectural Coating	5/10/2022	6/27/2022	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 1.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 399,158; Non-Residential Outdoor: 133,053; Striped Parking Area: 3,135 (Architectural Coating ±sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	28.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	136.00	54.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	16.00	2.00	230.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	16.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4917	0.0000	2.4917	0.3773	0.0000	0.3773			0.0000			0.0000

Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**2.4917**	**1.5513**	**4.0430**	**0.3773**	**1.4411**	**1.8184**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0858	2.9440	0.6611	8.6500e003	0.2010	9.1600e003	0.2101	0.0551	8.7600e003	0.0638		936.3246	936.3246	0.0663		937.9829
Vendor	5.8600e003	0.1902	0.0507	5.0000e004	0.0128	4.0000e004	0.0132	3.6900e003	3.8000e004	4.0600e003		52.9100	52.9100	3.5400e003		52.9985
Worker	0.0738	0.0480	0.5417	1.6600e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		165.7069	165.7069	4.4400e003		165.8179
Total	**0.1655**	**3.1821**	**1.2534**	**0.0108**	**0.3926**	**0.0109**	**0.4035**	**0.1062**	**0.0104**	**0.1165**		**1,154.9415**	**1,154.9415**	**0.0743**		**1,156.7993**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1213	0.0000	1.1213	0.1698	0.0000	0.1698			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**1.1213**	**1.5513**	**2.6726**	**0.1698**	**1.4411**	**1.6109**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0858	2.9440	0.6611	8.6500e003	0.2010	9.1600e003	0.2101	0.0551	8.7600e003	0.0638		936.3246	936.3246	0.0663		937.9829
Vendor	5.8600e003	0.1902	0.0507	5.0000e004	0.0128	4.0000e004	0.0132	3.6900e003	3.8000e004	4.0600e003		52.9100	52.9100	3.5400e003		52.9985
Worker	0.0738	0.0480	0.5417	1.6600e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		165.7069	165.7069	4.4400e003		165.8179
Total	**0.1655**	**3.1821**	**1.2534**	**0.0108**	**0.3926**	**0.0109**	**0.4035**	**0.1062**	**0.0104**	**0.1165**		**1,154.9415**	**1,154.9415**	**0.0743**		**1,156.7993**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573

Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8600e003	0.1902	0.0507	5.0000e004	0.0128	4.0000e004	0.0132	3.6900e003	3.8000e004	4.0600e003		52.9100	52.9100	3.5400e003		52.9985
Worker	0.0830	0.0539	0.6094	1.8700e003	0.2012	1.4800e003	0.2027	0.0534	1.3600e003	0.0547		186.4202	186.4202	5.0000e003		186.5451
Total	**0.0889**	**0.2441**	**0.6600**	**2.3700e003**	**0.2140**	**1.8800e003**	**0.2159**	**0.0571**	**1.7400e003**	**0.0588**		**239.3303**	**239.3303**	**8.5400e003**		**239.5437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**8.1298**	**2.0445**	**10.1743**	**4.4688**	**1.8809**	**6.3497**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8600e003	0.1902	0.0507	5.0000e004	0.0128	4.0000e004	0.0132	3.6900e003	3.8000e004	4.0600e003		52.9100	52.9100	3.5400e003		52.9985
Worker	0.0830	0.0539	0.6094	1.8700e003	0.2012	1.4800e003	0.2027	0.0534	1.3600e003	0.0547		186.4202	186.4202	5.0000e003		186.5451
Total	**0.0889**	**0.2441**	**0.6600**	**2.3700e003**	**0.2140**	**1.8800e003**	**0.2159**	**0.0571**	**1.7400e003**	**0.0588**		**239.3303**	**239.3303**	**8.5400e003**		**239.5437**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495

Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8600e003	0.1902	0.0507	5.0000e004	0.0128	4.0000e004	0.0132	3.6900e003	3.8000e004	4.0600e003		52.9100	52.9100	3.5400e003		52.9985
Worker	0.0738	0.0480	0.5417	1.6600e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		165.7069	165.7069	4.4400e003		165.8179
Total	**0.0797**	**0.2381**	**0.5923**	**2.1600e003**	**0.1916**	**1.7200e003**	**0.1934**	**0.0511**	**1.5900e003**	**0.0527**		**218.6169**	**218.6169**	**7.9800e003**		**218.8164**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495

Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**2.9486**	**1.1599**	**4.1085**	**1.5154**	**1.0671**	**2.5825**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.8600e003	0.1902	0.0507	5.0000e004	0.0128	4.0000e004	0.0132	3.6900e003	3.8000e004	4.0600e003		52.9100	52.9100	3.5400e003		52.9985
Worker	0.0738	0.0480	0.5417	1.6600e003	0.1788	1.3200e003	0.1802	0.0474	1.2100e003	0.0486		165.7069	165.7069	4.4400e003		165.8179
Total	**0.0797**	**0.2381**	**0.5923**	**2.1600e003**	**0.1916**	**1.7200e003**	**0.1934**	**0.0511**	**1.5900e003**	**0.0527**		**218.6169**	**218.6169**	**7.9800e003**		**218.8164**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1582	5.1340	1.3676	0.0134	0.3456	0.0107	0.3563	0.0995	0.0102	0.1097		1,428.5710	1,428.5710	0.0956		1,430.9606
Worker	0.6272	0.4076	4.6042	0.0141	1.5202	0.0112	1.5314	0.4032	0.0103	0.4135		1,408.5083	1,408.5083	0.0378		1,409.4520
Total	**0.7854**	**5.5415**	**5.9718**	**0.0275**	**1.8658**	**0.0219**	**1.8877**	**0.5027**	**0.0206**	**0.5232**		**2,837.0794**	**2,837.0794**	**0.1333**		**2,840.4126**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1582	5.1340	1.3676	0.0134	0.3456	0.0107	0.3563	0.0995	0.0102	0.1097		1,428.5710	1,428.5710	0.0956		1,430.9606
Worker	0.6272	0.4076	4.6042	0.0141	1.5202	0.0112	1.5314	0.4032	0.0103	0.4135		1,408.5083	1,408.5083	0.0378		1,409.4520
Total	**0.7854**	**5.5415**	**5.9718**	**0.0275**	**1.8658**	**0.0219**	**1.8877**	**0.5027**	**0.0206**	**0.5232**		**2,837.0794**	**2,837.0794**	**0.1333**		**2,840.4126**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

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

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1484	4.8693	1.2933	0.0133	0.3456	9.2800e003	0.3549	0.0995	8.8800e003	0.1084		1,415.8488	1,415.8488	0.0920		1,418.1476
Worker	0.5899	0.3681	4.2496	0.0136	1.5202	0.0109	1.5310	0.4032	0.0100	0.4132		1,358.0097	1,358.0097	0.0341		1,358.8619
Total	**0.7383**	**5.2373**	**5.5429**	**0.0269**	**1.8658**	**0.0202**	**1.8859**	**0.5027**	**0.0189**	**0.5215**		**2,773.8585**	**2,773.8585**	**0.1260**		**2,777.0095**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1484	4.8693	1.2933	0.0133	0.3456	9.2800e003	0.3549	0.0995	8.8800e003	0.1084		1,415.8488	1,415.8488	0.0920		1,418.1476
Worker	0.5899	0.3681	4.2496	0.0136	1.5202	0.0109	1.5310	0.4032	0.0100	0.4132		1,358.0097	1,358.0097	0.0341		1,358.8619
Total	**0.7383**	**5.2373**	**5.5429**	**0.0269**	**1.8658**	**0.0202**	**1.8859**	**0.5027**	**0.0189**	**0.5215**		**2,773.8585**	**2,773.8585**	**0.1260**		**2,777.0095**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Unmitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0868	0.0541	0.6250	2.0000e003	0.2236	1.6000e003	0.2252	0.0593	1.4700e003	0.0608		199.7073	199.7073	5.0100e003		199.8326
Total	**0.0868**	**0.0541**	**0.6250**	**2.0000e003**	**0.2236**	**1.6000e003**	**0.2252**	**0.0593**	**1.4700e003**	**0.0608**		**199.7073**	**199.7073**	**5.0100e003**		**199.8326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Mitigated Construction Off-Site

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

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0868	0.0541	0.6250	2.0000e003	0.2236	1.6000e003	0.2252	0.0593	1.4700e003	0.0608		199.7073	199.7073	5.0100e003		199.8326
Total	**0.0868**	**0.0541**	**0.6250**	**2.0000e003**	**0.2236**	**1.6000e003**	**0.2252**	**0.0593**	**1.4700e003**	**0.0608**		**199.7073**	**199.7073**	**5.0100e003**		**199.8326**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

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

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1214	0.0758	0.8749	2.8000e003	0.3130	2.2400e003	0.3152	0.0830	2.0600e003	0.0851		279.5902	279.5902	7.0200e003		279.7657
Total	**0.1214**	**0.0758**	**0.8749**	**2.8000e003**	**0.3130**	**2.2400e003**	**0.3152**	**0.0830**	**2.0600e003**	**0.0851**		**279.5902**	**279.5902**	**7.0200e003**		**279.7657**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

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

Worker	0.1214	0.0758	0.8749	2.8000e003	0.3130	2.2400e003	0.3152	0.0830	2.0600e003	0.0851		279.5902	279.5902	7.0200e003		279.7657
Total	**0.1214**	**0.0758**	**0.8749**	**2.8000e003**	**0.3130**	**2.2400e003**	**0.3152**	**0.0830**	**2.0600e003**	**0.0851**		**279.5902**	**279.5902**	**7.0200e003**		**279.7657**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0249	5.6285	13.4581	0.0519	4.4997	0.0418	4.5416	1.2040	0.0391	1.2430		5,284.8280	5,284.8280	0.2565		5,291.2395
Unmitigated	1.0249	5.6285	13.4581	0.0519	4.4997	0.0418	4.5416	1.2040	0.0391	1.2430		5,284.8280	5,284.8280	0.2565		5,291.2395

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	227.00	227.00	227.00	431,889	431,889
Unrefrigerated Warehouse-No Rail	393.00	393.00	393.00	1,684,287	1,684,287
Total	620.00	620.00	620.00	2,116,176	2,116,176

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
General Office Building	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Strip Mall	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Unrefrigerated Warehouse-No Rail	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.1500e003	0.0468	0.0393	2.8000e004		3.5600e003	3.5600e003		3.5600e003	3.5600e003		56.1422	56.1422	1.0800e003	1.0300e003	56.4758
NaturalGas Unmitigated	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	23.8147	2.6000e004	2.3300e003	1.9600e003	1.0000e005		1.8000e004	1.8000e004		1.8000e004	1.8000e004		2.8017	2.8017	5.0000e005	5.0000e005	2.8184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	26.9589	2.9000e004	2.6400e003	2.2200e003	2.0000e005		2.0000e004	2.0000e004		2.0000e004	2.0000e004		3.1716	3.1716	6.0000e005	6.0000e005	3.1905
Unrefrigerated Warehouse-No Rail	617.986	6.6600e003	0.0606	0.0509	3.6000e004		4.6000e003	4.6000e003		4.6000e003	4.6000e003		72.7042	72.7042	1.3900e003	1.3300e003	73.1363
Total		**7.2100e003**	**0.0656**	**0.0551**	**3.9000e004**		**4.9800e003**	**4.9800e003**		**4.9800e003**	**4.9800e003**		**78.6776**	**78.6776**	**1.5000e003**	**1.4400e003**	**79.1451**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0169379	1.8000e004	1.6600e003	1.3900e003	1.0000e005		1.3000e004	1.3000e004		1.3000e004	1.3000e004		1.9927	1.9927	4.0000e005	4.0000e005	2.0045
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0212877	2.3000e004	2.0900e003	1.7500e003	1.0000e005		1.6000e004	1.6000e004		1.6000e004	1.6000e004		2.5044	2.5044	5.0000e005	5.0000e005	2.5193
Unrefrigerated Warehouse-No Rail	0.438983	4.7300e003	0.0430	0.0362	2.6000e004		3.2700e003	3.2700e003		3.2700e003	3.2700e003		51.6451	51.6451	9.9000e004	9.5000e004	51.9520
Total		**5.1400e003**	**0.0468**	**0.0393**	**2.8000e004**		**3.5600e003**	**3.5600e003**		**3.5600e003**	**3.5600e003**		**56.1422**	**56.1422**	**1.0800e003**	**1.0400e003**	**56.4758**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Unmitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Randolph St Self Storage LST

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.84	1000sqft	0.02	835.00	0
Unrefrigerated Warehouse-No Rail	259.27	1000sqft	1.99	259,270.00	0
Other Asphalt Surfaces	0.97	Acre	0.97	42,253.20	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.17	Acre	0.17	7,405.20	0
Strip Mall	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In accordance with SCE 2019 Sustainability Report.

Land Use - Based on site plan.

Construction Phase - Based on applicant provided information.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Grading - CalEEMod defaults.

Demolition - Based on site plan.

Trips and VMT - No mobiles sources for LST.

On-road Fugitive Dust -

Architectural Coating -

Vehicle Trips -

Construction Off-road Equipment Mitigation - In accordance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	35.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	PhaseEndDate	5/24/2022	6/27/2022
tblConstructionPhase	PhaseEndDate	4/4/2022	4/13/2022
tblConstructionPhase	PhaseEndDate	5/17/2021	5/26/2021
tblConstructionPhase	PhaseEndDate	4/28/2022	5/9/2022

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

tblConstructionPhase	PhaseEndDate	5/5/2021	5/14/2021
tblConstructionPhase	PhaseStartDate	4/29/2022	5/10/2022
tblConstructionPhase	PhaseStartDate	5/18/2021	5/27/2021
tblConstructionPhase	PhaseStartDate	5/6/2021	5/15/2021
tblConstructionPhase	PhaseStartDate	4/5/2022	4/14/2022
tblLandUse	LotAcreage	5.95	1.99
tblOnRoadDust	PhaseName		Architectural Coating
tblOnRoadDust	PhaseName		Building Construction
tblOnRoadDust	PhaseName		Demolition
tblOnRoadDust	PhaseName		Grading
tblOnRoadDust	PhaseName		Paving
tblOnRoadDust	PhaseName		Site Preparation
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblTripsAndVMT	PhaseName		Architectural Coating
tblTripsAndVMT	PhaseName		Building Construction
tblTripsAndVMT	PhaseName		Demolition
tblTripsAndVMT	PhaseName		Grading
tblTripsAndVMT	PhaseName		Paving

tblTripsAndVMT	PhaseName		Site Preparation
tblTripsAndVMT	VendorTripNumber	53.00	0.00
tblTripsAndVMT	WorkerTripNumber	27.00	0.00
tblTripsAndVMT	WorkerTripNumber	136.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.8882	40.4971	21.5650	0.0388	7.5276	2.0445	9.5721	4.1378	1.8809	6.0187	0.0000	3,747.9449	3,747.9449	1.1920	0.0000	3,774.3174
2022	71.0997	15.6156	16.3634	0.0269	0.0000	0.8090	0.8090	0.0000	0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120	0.0000	2,569.6322
Maximum	**71.0997**	**40.4971**	**21.5650**	**0.0388**	**7.5276**	**2.0445**	**9.5721**	**4.1378**	**1.8809**	**6.0187**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.1920**	**0.0000**	**3,774.3174**

Mitigated Construction

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.8882	40.4971	21.5650	0.0388	3.3874	2.0445	5.4319	1.8620	1.8809	3.7429	0.0000	3,747.9449	3,747.9449	1.1920	0.0000	3,774.3174
2022	71.0997	15.6156	16.3634	0.0269	0.0000	0.8090	0.8090	0.0000	0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120	0.0000	2,569.6322
Maximum	**71.0997**	**40.4971**	**21.5650**	**0.0388**	**3.3874**	**2.0445**	**5.4319**	**1.8620**	**1.8809**	**3.7429**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.1920**	**0.0000**	**3,774.3174**

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**55.00**	**0.00**	**39.88**	**55.00**	**0.00**	**33.57**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
Mobile	1.2378	6.3257	16.4654	0.0625	5.1319	0.0475	5.1794	1.3731	0.0443	1.4174		6,367.2397	6,367.2397	0.2933		6,374.5718
Total	**7.2154**	**6.3916**	**16.5504**	**0.0629**	**5.1319**	**0.0526**	**5.1845**	**1.3731**	**0.0494**	**1.4225**		**6,445.9813**	**6,445.9813**	**0.2950**	**1.4400e003**	**6,453.7852**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
Mobile	1.2378	6.3257	16.4654	0.0625	5.1319	0.0475	5.1794	1.3731	0.0443	1.4174		6,367.2397	6,367.2397	0.2933		6,374.5718
Total	**7.2154**	**6.3916**	**16.5504**	**0.0629**	**5.1319**	**0.0526**	**5.1845**	**1.3731**	**0.0494**	**1.4225**		**6,445.9813**	**6,445.9813**	**0.2950**	**1.4400e003**	**6,453.7852**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	5/14/2021	5	12	
3	Grading	Grading	5/15/2021	5/26/2021	5	8	
4	Building Construction	Building Construction	5/27/2021	4/13/2022	5	230	
5	Paving	Paving	4/14/2022	5/9/2022	5	18	
6	Architectural Coating	Architectural Coating	5/10/2022	6/27/2022	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 1.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 399,158; Non-Residential Outdoor: 133,053; Striped Parking Area: 3,135 (Architectural Coating ±sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4917	0.0000	2.4917	0.3773	0.0000	0.3773			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**2.4917**	**1.5513**	**4.0430**	**0.3773**	**1.4411**	**1.8184**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1213	0.0000	1.1213	0.1698	0.0000	0.1698			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**1.1213**	**1.5513**	**2.6726**	**0.1698**	**1.4411**	**1.6109**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.5276	0.0000	7.5276	4.1378	0.0000	4.1378			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**7.5276**	**2.0445**	**9.5721**	**4.1378**	**1.8809**	**6.0187**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3874	0.0000	3.3874	1.8620	0.0000	1.8620			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**3.3874**	**2.0445**	**5.4319**	**1.8620**	**1.8809**	**3.7429**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**2.9486**	**1.1599**	**4.1085**	**1.5154**	**1.0671**	**2.5825**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

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

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

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

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2022

Unmitigated Construction On-Site

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

Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

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

Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

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

Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2378	6.3257	16.4654	0.0625	5.1319	0.0475	5.1794	1.3731	0.0443	1.4174		6,367.2397	6,367.2397	0.2933		6,374.5718

Unmitigated	1.2378	6.3257	16.4654	0.0625	5.1319	0.0475	5.1794	1.3731	0.0443	1.4174		6,367.2397	6,367.2397	0.2933		6,374.5718

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.32	3.87	2.85	3,420	3,420
General Office Building	9.21	2.05	0.88	22,542	22,542
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	265.92	252.24	122.58	463,260	463,260
Unrefrigerated Warehouse-No Rail	435.57	435.57	435.57	1,866,745	1,866,745
Total	711.02	693.74	561.88	2,355,967	2,355,967

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

General Office Building	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Strip Mall	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Unrefrigerated Warehouse-No Rail	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
NaturalGas Unmitigated	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	23.8147	2.6000e004	2.3300e003	1.9600e003	1.0000e005		1.8000e004	1.8000e004		1.8000e004	1.8000e004		2.8017	2.8017	5.0000e005	5.0000e005	2.8184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	26.9589	2.9000e004	2.6400e003	2.2200e003	2.0000e005		2.0000e004	2.0000e004		2.0000e004	2.0000e004		3.1716	3.1716	6.0000e005	6.0000e005	3.1905
Unrefrigerated Warehouse-No Rail	617.986	6.6600e003	0.0606	0.0509	3.6000e004		4.6000e003	4.6000e003		4.6000e003	4.6000e003		72.7042	72.7042	1.3900e003	1.3300e003	73.1363
Total		**7.2100e003**	**0.0656**	**0.0551**	**3.9000e004**		**4.9800e003**	**4.9800e003**		**4.9800e003**	**4.9800e003**		**78.6776**	**78.6776**	**1.5000e003**	**1.4400e003**	**79.1451**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0238147	2.6000e004	2.3300e003	1.9600e003	1.0000e005		1.8000e004	1.8000e004		1.8000e004	1.8000e004		2.8017	2.8017	5.0000e005	5.0000e005	2.8184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0269589	2.9000e004	2.6400e003	2.2200e003	2.0000e005		2.0000e004	2.0000e004		2.0000e004	2.0000e004		3.1716	3.1716	6.0000e005	6.0000e005	3.1905
Unrefrigerated Warehouse-No Rail	0.617986	6.6600e003	0.0606	0.0509	3.6000e004		4.6000e003	4.6000e003		4.6000e003	4.6000e003		72.7042	72.7042	1.3900e003	1.3300e003	73.1363
Total		**7.2100e003**	**0.0656**	**0.0551**	**3.9000e004**		**4.9800e003**	**4.9800e003**		**4.9800e003**	**4.9800e003**		**78.6776**	**78.6776**	**1.5000e003**	**1.4400e003**	**79.1451**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Unmitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682

6.2 Area by SubCategory

Unmitigated

Randolph St Self Storage LST - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Randolph St Self Storage LST

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.84	1000sqft	0.02	835.00	0
Unrefrigerated Warehouse-No Rail	259.27	1000sqft	1.99	259,270.00	0
Other Asphalt Surfaces	0.97	Acre	0.97	42,253.20	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.17	Acre	0.17	7,405.20	0
Strip Mall	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - In accordance with SCE 2019 Sustainability Report.

Land Use - Based on site plan.

Construction Phase - Based on applicant provided information.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Off-road Equipment - CalEEMod defaults.

Grading - CalEEMod defaults.

Demolition - Based on site plan.

Trips and VMT - No mobiles sources for LST.

On-road Fugitive Dust -

Architectural Coating -

Vehicle Trips -

Construction Off-road Equipment Mitigation - In accordance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	35.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	PhaseEndDate	5/24/2022	6/27/2022
tblConstructionPhase	PhaseEndDate	4/4/2022	4/13/2022
tblConstructionPhase	PhaseEndDate	5/17/2021	5/26/2021
tblConstructionPhase	PhaseEndDate	4/28/2022	5/9/2022

Randolph St Self Storage LST - South Coast AQMD Air District, Winter

tblConstructionPhase	PhaseEndDate	5/5/2021	5/14/2021
tblConstructionPhase	PhaseStartDate	4/29/2022	5/10/2022
tblConstructionPhase	PhaseStartDate	5/18/2021	5/27/2021
tblConstructionPhase	PhaseStartDate	5/6/2021	5/15/2021
tblConstructionPhase	PhaseStartDate	4/5/2022	4/14/2022
tblLandUse	LotAcreage	5.95	1.99
tblOnRoadDust	PhaseName		Architectural Coating
tblOnRoadDust	PhaseName		Building Construction
tblOnRoadDust	PhaseName		Demolition
tblOnRoadDust	PhaseName		Grading
tblOnRoadDust	PhaseName		Paving
tblOnRoadDust	PhaseName		Site Preparation
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblTripsAndVMT	PhaseName		Architectural Coating
tblTripsAndVMT	PhaseName		Building Construction
tblTripsAndVMT	PhaseName		Demolition
tblTripsAndVMT	PhaseName		Grading
tblTripsAndVMT	PhaseName		Paving

tblTripsAndVMT	PhaseName		Site Preparation
tblTripsAndVMT	VendorTripNumber	53.00	0.00
tblTripsAndVMT	WorkerTripNumber	27.00	0.00
tblTripsAndVMT	WorkerTripNumber	136.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.8882	40.4971	21.5650	0.0388	7.5276	2.0445	9.5721	4.1378	1.8809	6.0187	0.0000	3,747.9449	3,747.9449	1.1920	0.0000	3,774.3174
2022	71.0997	15.6156	16.3634	0.0269	0.0000	0.8090	0.8090	0.0000	0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120	0.0000	2,569.6322
Maximum	**71.0997**	**40.4971**	**21.5650**	**0.0388**	**7.5276**	**2.0445**	**9.5721**	**4.1378**	**1.8809**	**6.0187**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.1920**	**0.0000**	**3,774.3174**

Mitigated Construction

Randolph St Self Storage LST - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.8882	40.4971	21.5650	0.0388	3.3874	2.0445	5.4319	1.8620	1.8809	3.7429	0.0000	3,747.9449	3,747.9449	1.1920	0.0000	3,774.3174
2022	71.0997	15.6156	16.3634	0.0269	0.0000	0.8090	0.8090	0.0000	0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120	0.0000	2,569.6322
Maximum	**71.0997**	**40.4971**	**21.5650**	**0.0388**	**3.3874**	**2.0445**	**5.4319**	**1.8620**	**1.8809**	**3.7429**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.1920**	**0.0000**	**3,774.3174**

Randolph St Self Storage LST - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**55.00**	**0.00**	**39.88**	**55.00**	**0.00**	**33.57**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
Mobile	1.1759	6.4482	15.3791	0.0592	5.1319	0.0478	5.1797	1.3731	0.0446	1.4177		6,030.9846	6,030.9846	0.2931		6,038.3129
Total	**7.1535**	**6.5141**	**15.4640**	**0.0596**	**5.1319**	**0.0529**	**5.1848**	**1.3731**	**0.0497**	**1.4228**		**6,109.7261**	**6,109.7261**	**0.2948**	**1.4400e003**	**6,117.5263**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Energy	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
Mobile	1.1759	6.4482	15.3791	0.0592	5.1319	0.0478	5.1797	1.3731	0.0446	1.4177		6,030.9846	6,030.9846	0.2931		6,038.3129
Total	**7.1535**	**6.5141**	**15.4640**	**0.0596**	**5.1319**	**0.0529**	**5.1848**	**1.3731**	**0.0497**	**1.4228**		**6,109.7261**	**6,109.7261**	**0.2948**	**1.4400e003**	**6,117.5263**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	5/14/2021	5	12	
3	Grading	Grading	5/15/2021	5/26/2021	5	8	
4	Building Construction	Building Construction	5/27/2021	4/13/2022	5	230	
5	Paving	Paving	4/14/2022	5/9/2022	5	18	
6	Architectural Coating	Architectural Coating	5/10/2022	6/27/2022	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 1.19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 399,158; Non-Residential Outdoor: 133,053; Striped Parking Area: 3,135 (Architectural Coating ±sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Randolph St Self Storage LST - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4917	0.0000	2.4917	0.3773	0.0000	0.3773			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**2.4917**	**1.5513**	**4.0430**	**0.3773**	**1.4411**	**1.8184**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1213	0.0000	1.1213	0.1698	0.0000	0.1698			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**1.1213**	**1.5513**	**2.6726**	**0.1698**	**1.4411**	**1.6109**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

Randolph St Self Storage LST - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.5276	0.0000	7.5276	4.1378	0.0000	4.1378			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**7.5276**	**2.0445**	**9.5721**	**4.1378**	**1.8809**	**6.0187**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3874	0.0000	3.3874	1.8620	0.0000	1.8620			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**3.3874**	**2.0445**	**5.4319**	**1.8620**	**1.8809**	**3.7429**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Randolph St Self Storage LST - South Coast AQMD Air District, Winter

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**2.9486**	**1.1599**	**4.1085**	**1.5154**	**1.0671**	**2.5825**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

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

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

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

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2022

Unmitigated Construction On-Site

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

Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

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

Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.1732					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1497**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

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

Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	70.8951					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.2045	1.4085	1.8136	2.9700e003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**71.0997**	**1.4085**	**1.8136**	**2.9700e003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1759	6.4482	15.3791	0.0592	5.1319	0.0478	5.1797	1.3731	0.0446	1.4177		6,030.9846	6,030.9846	0.2931		6,038.3129

Unmitigated	1.1759	6.4482	15.3791	0.0592	5.1319	0.0478	5.1797	1.3731	0.0446	1.4177		6,030.9846	6,030.9846	0.2931		6,038.3129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.32	3.87	2.85	3,420	3,420
General Office Building	9.21	2.05	0.88	22,542	22,542
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	265.92	252.24	122.58	463,260	463,260
Unrefrigerated Warehouse-No Rail	435.57	435.57	435.57	1,866,745	1,866,745
Total	711.02	693.74	561.88	2,355,967	2,355,967

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

General Office Building	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Strip Mall	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Unrefrigerated Warehouse-No Rail	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451
NaturalGas Unmitigated	7.2100e003	0.0656	0.0551	3.9000e004		4.9800e003	4.9800e003		4.9800e003	4.9800e003		78.6776	78.6776	1.5100e003	1.4400e003	79.1451

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	23.8147	2.6000e004	2.3300e003	1.9600e003	1.0000e005		1.8000e004	1.8000e004		1.8000e004	1.8000e004		2.8017	2.8017	5.0000e005	5.0000e005	2.8184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	26.9589	2.9000e004	2.6400e003	2.2200e003	2.0000e005		2.0000e004	2.0000e004		2.0000e004	2.0000e004		3.1716	3.1716	6.0000e005	6.0000e005	3.1905
Unrefrigerated Warehouse-No Rail	617.986	6.6600e003	0.0606	0.0509	3.6000e004		4.6000e003	4.6000e003		4.6000e003	4.6000e003		72.7042	72.7042	1.3900e003	1.3300e003	73.1363
Total		**7.2100e003**	**0.0656**	**0.0551**	**3.9000e004**		**4.9800e003**	**4.9800e003**		**4.9800e003**	**4.9800e003**		**78.6776**	**78.6776**	**1.5000e003**	**1.4400e003**	**79.1451**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0238147	2.6000e004	2.3300e003	1.9600e003	1.0000e005		1.8000e004	1.8000e004		1.8000e004	1.8000e004		2.8017	2.8017	5.0000e005	5.0000e005	2.8184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0269589	2.9000e004	2.6400e003	2.2200e003	2.0000e005		2.0000e004	2.0000e004		2.0000e004	2.0000e004		3.1716	3.1716	6.0000e005	6.0000e005	3.1905
Unrefrigerated Warehouse-No Rail	0.617986	6.6600e003	0.0606	0.0509	3.6000e004		4.6000e003	4.6000e003		4.6000e003	4.6000e003		72.7042	72.7042	1.3900e003	1.3300e003	73.1363
Total		**7.2100e003**	**0.0656**	**0.0551**	**3.9000e004**		**4.9800e003**	**4.9800e003**		**4.9800e003**	**4.9800e003**		**78.6776**	**78.6776**	**1.5000e003**	**1.4400e003**	**79.1451**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Unmitigated	5.9704	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6798					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.2878					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.7800e003	2.7000e004	0.0299	0.0000		1.1000e004	1.1000e004		1.1000e004	1.1000e004		0.0640	0.0640	1.7000e004		0.0682
Total	**5.9704**	**2.7000e004**	**0.0299**	**0.0000**		**1.1000e004**	**1.1000e004**		**1.1000e004**	**1.1000e004**		**0.0640**	**0.0640**	**1.7000e004**		**0.0682**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Project Name

Vegetation

Land Use Change - Net Sequestered Carbon

The project's changes in land use results in changes in CO_2 sequestration from the atmosphere which would not have been captured had there been no land-type change.

Future planting of trees within the project site will sequester CO_2 and is considered to result in a onetime carbon-stock change. Trees sequester CO_2 while they are actively growing.

Summary:

Project Tree Category/Species	Tree Category	Number of Trees (acres)	Loss of Sequestered CO_2 (MT CO_2)
Unknown	Miscellaneous	3.00	2.12
Total			**2.12**

Project Tree Category/Species	Tree Category	Number of Trees (trees)	Gain of Sequestered CO_2 (MT CO_2)
Unknown	Miscellaneous	19.00	13.45
Total			**13.45**

Total CO_2E emissions released (loss) (MT)	**2.12**
CO_2E sequestered from Net New Trees (gain) (MT)	**13.45**
Total CO_2E Released (loss - gain) (MT)	**-11.33**
Amortized Net Change of CO_2E over 30 years (MT/year)	**-0.38**

Vegetation

Land Use Change - Loss of Sequestered Carbon

Project Name

Planting trees will sequester CO_2 and is considered to result in a one-time carbon-stock change. Trees sequester CO_2 while they are actively growing. The amount of CO_2 sequestered depends on the type of tree.

Equation:

Total Sequestered CO_2 (MT CO_2) = (Growing Period x Σ *t* (Sequestration *t* x Trees *t*))

Where:

Growing Period = growing period for all trees, expressed in years (20 years is the default)

Sequestration *t* = default annual CO_2 accumulation per tree for broad species class *t*

Trees *t* = number of net new trees of broad species class *t*

Total Sequestered CO_2 is the growing period for all trees multiplied by the summation of annual CO_2 accumulation multiplied by the number of new trees per broad species class.

Default CalEEMod Factors

The program uses default annual CO_2 accumulation per tree for broad species class as follows:

Species	CO_2 Sequestered (MT/tree/year)
Aspen	0.0352
Soft Maple	0.0433
Mixed Hardwood	0.0367
Hardwood Maple	0.0521
Juniper	0.0121
Cedar/Larch	0.0264
Douglas Fir	0.0447
True Fir/Hemlock	0.0381
Pine	0.0319
Spruce	0.0337
Miscellaneous	0.0354

Notes:

"CO2 Sequestered" is based on IPCC's carbon (C) values converted to carbon dioxide (CO2) using ratio of molecular weights (44/12). Miscellaneous is the average of all other broad species classes. To be assumed if tree type is not known.

Reference:

CalEEMod Users Guide, Appendix A Calculation Details (Section 11 Vegetation, pages 50-53)

Calculations:

Project Name

Project Tree Category/Species	Tree Category	Growing Period (year)	Number of Trees (trees)	Tree CO_2 Sequestered Factor (MT CO_2/Tree/Year)	Sequestered CO_2 (MT CO_2)
Unknown	Miscellaneous	20	3.00	0.0354	2.12
Total					**2.12**

Notes:

Growing Period

The program assumes the IPCC active growing period of 20 years. Thereafter, the accumulation of carbon in biomass slows with age, and will be completely offset by losses from clipping, pruning, and occasional death. Actual active growing periods are subject to, among other things, species, climate regime, and planting density. Note that trees may also be replaced at the end of the 20-year cycle, which would result in additional years of carbon sequestration. However, this would be offset by the potential net release of carbon from the removal of the replaced tree.

Project Name

Vegetation

Land Use Change - Gain of Sequestered Carbon

Planting trees will sequester CO_2 and is considered to result in a one-time carbon-stock change. Trees sequester CO_2 while they are actively growing. The amount of CO_2 sequestered depends on the type of tree.

Equation:

Total Sequestered CO_2 (MT CO_2) = (Growing Period x Σ *t* (Sequestration *t* x Trees *t*)*)*

Where:

Growing Period = growing period for all trees, expressed in years (20 years is the default)

Sequestration *t* = default annual CO_2 accumulation per tree for broad species class *t*

Trees *t* = number of net new trees of broad species class *t*

Total Sequestered CO_2 is the growing period for all trees multiplied by the summation of annual CO_2 accumulation multiplied by the number of new trees per broad species class.

Default CalEEMod Factors

The program uses default annual CO_2 accumulation per tree for broad species class as follows:

Species	CO_2 Sequestered (MT/tree/year)
Aspen	0.0352
Soft Maple	0.0433
Mixed Hardwood	0.0367
Hardwood Maple	0.0521
Juniper	0.0121
Cedar/Larch	0.0264
Douglas Fir	0.0447
True Fir/Hemlock	0.0381
Pine	0.0319
Spruce	0.0337
Miscellaneous	0.0354

Notes:

"CO2 Sequestered" is based on IPCC's carbon (C) values converted to carbon dioxide (CO2) using ratio of molecular weights (44/12). Miscellaneous is the average of all other broad species classes. To be assumed if tree type is not known.

Project Name

Reference:
CalEEMod Users Guide, Appendix A Calculation Details (Section 11 Vegetation, pages 50-53)
Calculations:

Project Tree Category/Species	Tree Category	Growing Period (year)	Number of Trees (trees)	Tree CO_2 Sequestered Factor (MT CO_2/Tree/Year)	Sequestered CO_2 (MT CO_2)
Unknown	Miscellaneous	20	19.00	0.0354	13.45
Total					**13.45**

Notes:
Growing Period
The program assumes the IPCC active growing period of 20 years. Thereafter, the accumulation of carbon in biomass slows with age, and will be completely offset by losses from clipping, pruning, and occasional death. Actual active growing periods are subject to, among other things, species, climate regime, and planting density. Note that trees may also be replaced at the end of the 20-year cycle, which would result in additional years of carbon sequestration. However, this would be offset by the potential net release of carbon from the removal of the replaced tree.

Attachment B

Noise Assessment

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MEMORANDUM

To:	Brian Wong, North Palisade Partners, LLC
From:	Mike Greene, Dudek
Subject:	Noise and Vibration Technical Memorandum – 1920 Randolph Street Self-Storage Project
Date:	January 29, 2021
cc:	Collin Ramsey, Project Manager, Dudek
Attachment(s):	Figure 1 A – Field Noise Measurement Data Sheets B – Construction Noise Modeling Input/Output Files C – Heating, Ventilation, and Air Conditioning Specifications and Calculations

Dudek is pleased to submit this noise and vibration assessment to assist North Palisade Partners, LLC (the applicant) with initial environmental planning requirements for the proposed self-storage project located at 1920 Randolph Street in the City of Huntington Park (City), California (Project).

This memorandum estimates potential noise and vibration impacts from construction and operation of the Project in accordance with the California Environmental Quality Act (CEQA) Guidelines.

The contents and organization of this memorandum are as follows: Project Description, Environmental Setting, Regulatory Setting, Noise and Vibration Impacts Assessment, Conclusions, and References Cited.

1 Project Description

1.1 Project Location

The Project site is located at 1920 Randolph Street in the City of Huntington Park, California. The Project site is generally bounded by Randolph Street to the north, Wilmington Avenue to the west, existing Southern Pacific Railroad right-of-way to the east, and existing commercial development to the south. The Project site and vicinity are shown in Figure 1.

1.2 Project Description

The applicant proposes new construction of an approximately 260,106 square foot, three-story building for the storage of household goods. The building will contain an 835 square foot office where customers will rent personal storage units, and 259,271 square feet of storage space. The Project also includes a 0.46-acre retail pad with up to 6,000 square feet of retail space. Ten on-site parking spaces will be provided at the Project and up to 15 spaces

for the retail pad, with loading areas and bicycle parking. The Project site currently contains several metal warehouse buildings and a small office, which will be demolished as part of the Project.

2 Environmental Setting

2.1 Noise and Vibration Characteristics

2.1.1 Noise

Sound may be described in terms of level or amplitude (measured in decibels (dB)), frequency or pitch (measured in hertz (Hz) or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level (L_n), the day–night average noise level (L_{dn}), and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA. Table 1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable; a change of 5 dB is clearly noticeable; and a change of 10 dB is perceived as doubling or halving of the sound level.

Table 1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kph (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library

Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Notes: dBA = A-weighted decibels; kph = kilometers per hour; mph = miles per hour
Source: Caltrans 2013.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors (see Section 2.2). L_{max} is the greatest sound level measured during a designated time interval or event.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB, and as such are often treated as equivalent to one another.

2.1.2 Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

2.2 Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise.

Sensitive receptors near the Project Site include a school (Lillian Street Elementary School) to the west, residences to the southwest, and a park (Raul R. Perez Memorial Park) to the east (on the eastern side of the Alameda Corridor freight rail lines). These sensitive receptors represent the nearest residential land uses with the potential to be impacted by construction and operation of the Project. Additional sensitive receptors are located farther from the Project Site in the surrounding community and would be less impacted by noise and vibration levels than the abovelisted sensitive receptors.

2.3 Existing Noise Conditions

Noise measurements were conducted near the Project Site on December 4, 2018, to characterize the existing noise levels. Table 2 provides the location, date, and time the noise measurements were taken. The noise measurements were taken using a Soft-DB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Purpose) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately five feet above the ground.

Table 2. Measured Noise Levels

Receptors	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	West of Project Site, adjacent to school (Lillian Street Elementary School) at 5909 Lillian Street	1/07/2021	10:33 a.m.–10:48 a.m.	58.6	66.7
ST2	East of Project Site, northwest corner of Raul R. Perez Park	1/07/2021	10:56 a.m.–11:11 a.m.	66	68.8
ST3	Adjacent to 1828 E. 61st Avenue (Residential)	1/07/2021	11:33 a.m.–11:49 a.m.	62.7	75.3

Source: Attachment A

Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; dBA = A-weighted decibels.

Three short-term noise measurement locations (ST) that represent existing sensitive receivers were selected in the vicinity of the Project Site. These locations are depicted as receivers ST1–ST3 on Figure 1, Noise Measurement Locations. The measured energy-average (L_{eq}) and maximum (L_{max}) noise levels are provided in Table 2. The primary noise sources at the sites identified in Table 2 consisted of traffic along adjacent roadways; Rail noise;

music from rail station, and distant conversations. As shown in Table 2, the measured sound levels ranged from approximately 59 dBA L_{eq} at ST1 to 66 dBA L_{eq} at ST2.

3 Regulatory Setting

3.1 Federal

There are no federal noise standards that would directly regulate environmental noise during construction and operation of the Project. The following is provided because guidance summarized herein is used or pertains to the analysis.

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

3.2 State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 dBA CNEL and "conditionally acceptable" up to 70 dBA CNEL.[6] Multiple-family residential uses are "normally acceptable" up to dBA 65 CNEL and "conditionally acceptable" up to dBA 70 CNEL. Schools, libraries, and places of worship are "normally acceptable" up to 70 dBA CNEL, as are office buildings and business, commercial, and professional uses.

3.1 City of Huntington Park

City of Huntington Park Noise Element.

The City's General Plan Noise Element (Huntington Park 1992) is designed to address noise and land use compatibility. The element includes standards that serve as a guide for considering the ambient noised

[6] A "conditionally acceptable" designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

environment when proposing new development. Residential land uses, schools and parks have an exterior noise standard of 65

dBA CNEL. In addition, the Noise Element sets forth goals and policies for various noise source and land use types. The following goal and policy is relevant to the Project:

> Goal 3.0: Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.
>
> Policy 3.1: Enforce the 65 dB(A) State standard for exterior noise levels for all commercial uses.

The City of Huntington Park Municipal Code

The City also regulates certain noise sources through its Municipal Code. Section 9-3.504 (Excessive Noise Prohibited) in Title 9 (Zoning) Chapter 3 (General Regulations) states:

> It shall be unlawful for any person to willfully make or continue, or willfully cause to be made or continue, any loud, unnecessary or unusual noise that disturbs the peace or quiet of any neighborhood or constitutes a public nuisance.

Section 9-3.506 (Exceptions to Provisions) excludes specific activities, including "Noise sources associated with construction, repair, remodeling or grading of any real property, provided the activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sundays or Federal holidays."

4 Noise and Vibration Impacts Assessment

4.1 Thresholds of Significance

The State of California has developed guidelines to address the significance of noise and vibration impacts based on Appendix G of the CEQA Guidelines. According to Appendix G, a significant impact related to noise would occur if the Project would result in:

1. 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.
2. Generation of excessive groundborne vibration or groundborne noise levels.
3. 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, exposure of people residing or working in the Project area to excessive noise levels.

For this analysis, the Appendix G Thresholds and City of Huntington Park noise standards are relied upon to assess potential noise impacts. Because the City does not have vibration standards, thresholds of perception and risk of structural damage from the California Department of Transportation (Caltrans 2020) and the Federal Transit Administration (FTA 2018) are used.

4.2 Impact Analysis

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

Noise-generated by the Project would include short-term, on-site construction noise; off-site traffic noise along local roadways in the Project Area; and on-site mechanical noise from heating, ventilation, and air conditioning (HVAC) equipment.

Short-Term Construction Impacts

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor.

Equipment that would be in use during construction would include, in part, graders, backhoes, concrete saws, rubber-tired dozers, loaders, cranes, forklifts, cement mixers, pavers, rollers, and air compressors. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 3. Note that the equipment noise levels presented in Table 3 are maximum noise levels. Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 3. Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (dBA at 50 Feet)
Air compressor	81
Backhoe	85
Concrete pump	82
Concrete vibrator	76
Crane	83
Truck	88
Dozer	87
Generator	78
Loader	84

Paver	88
Pneumatic tools	85
Water pump	76
Power hand saw	78
Shovel	82
Trucks	88

Source: FHWA 2006.
Notes: dBA = A-weighted decibels.

The maximum noise levels at 50 feet for typical construction equipment would be 88 dBA for the equipment typically used for this type of development project, although the hourly noise levels would vary. Construction noise in a welldefined area typically attenuates at approximately 6 dB per doubling of distance. Construction activities associated with the Project would occur approximately 325 feet away from the school to the west and the park to the east, and approximately 400 feet from the nearest residences, to the southwest.

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. (Although the model was funded and promulgated by the Federal Highway Administration, the RCNM is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction.) Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. A conservative 5 dB of shielding[7] was assumed in the modeling of construction noise at the school and at the residences. No topographical or structural shielding was assumed in the modeling of construction noise at the park, to the east. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Using the Federal Highway Administration's RCNM and construction information, the estimated noise levels from the major construction phases were calculated for the nearest noise-sensitive land use, as presented in Table 4. The RCNM inputs and outputs are provided in Attachment B.

Table 4. Construction Noise Summary of Results (dBA L_{eq})

Receiver Location/ Description	Land Use	Construction Noise Level by Construction Phase				
		Demolition	Grading	Building Construction	Paving	Architectural Coating
School to the west	Institutional	63	62	60	60	52

[7] The minimum reduction achieved for a solid barrier that breaks the line-of-sight between a noise source and receiver is 5 dB. Multiple buildings break the line-of-sight between the school (to the west), the residences (to the southwest) and the Project site.

Park to the east	Recreational	68	67	65	65	57
Residences to the southwest	Residential	62	61	59	58	51

Source: Attachment B

Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibel.

As presented in Table 4, the construction noise levels are predicted to range from approximately 52 dBA L_{eq} (during the architectural coating phase) to 63 dBA L_{eq} (during demolition) at the school to the west. At the park to the east, construction noise is predicted to range from approximately 57 dBA L_{eq} to 68 dBA L_{eq}. At the nearest residences (located to the southwest), construction noise levels are predicted to range from approximately 51 dBA L_{eq} to 62 dBA L_{eq}.

Although nearby off-site residences would be exposed to slightly elevated construction noise levels, the increased noise levels would be temporary and would not exceed the FTA construction noise threshold of 80 dBA L_{eq} at nearby sensitive receivers. It is anticipated that construction activities associated with the Project would take place within the allowable hours of the City of Highland Park (7:00 a.m. and 7:00 p.m.) and would not occur at any time on Sunday or on federal holidays. In the event that construction is required to extend beyond these times, extended hours permits would be required and would be obtained by the Applicant. Therefore, construction noise would be less than significant.

Long-Term Operational Impacts

Long-term operational noise associated with the Project includes noise from Project-generated traffic and from HVAC equipment associated with the Project's leasing office. Each of these is addressed below.

Off-Site Traffic Noise Levels

As further discussed in the traffic generation memorandum prepared for the Project (LLG 2020), the Project is expected to generate a relatively modest number of daily vehicle trips, primarily limited to cars and small trucks intermittently throughout daytime and evening hours as the self-storage facility's customers transport household goods to and from the Project Site. According to the traffic study, the Project will generate an estimated 393 daily trip ends, 26 AM peak hour trip ends, and 44 PM peak hour trip ends. Under the existing conditions, adjacent roadway segments Randolph Street and Wilmington Avenue in the Project vicinity carry approximately [8],200 and 3,500 average daily trips, respectively (County of Los Angeles 2021). Thus, the Project-related vehicle trips would represent a nominal incremental increase in traffic volumes in the Project area, not accounting for the fact that the existing on-site uses would cease to be operational (and as such, the net change in traffic generated would be less).

[8] Under normal circumstances (non-laboratory settings), a 3-dBA increase in noise levels is considered to be to smallest increase that is audible to the human ear; whereas a less than 3-dBA increase in noise levels is considered to be a barely or non-audible increase.

Typically, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase noise levels by 3 dBA.[9] Given that it would result in only a modest increase in traffic volumes on local roadways, the Project is not expected to result in an increase of 3 dBA or greater on roadways in the study area. The change in noise levels due to the Project would not be audible. Therefore, impacts associated with Project-generated traffic noise would be less than significant.

On-Site Mechanical Noise Levels

HVAC equipment would have the potential to create noise impacts. The specific details (location, size, manufacturer, and model) of the HVAC equipment have not yet been determined. However, based on examination of several major manufacturers' HVAC equipment specifications for representative models (details of which are provided in Attachment C), the dimensionless sound power levels[4] were found to range from approximately 68 dBA to 92 dBA.

The nearest existing noise-sensitives use (the elementary school) would be approximately 325 feet to the west of the nearest part of the self-storage building's roof, where HVAC units could potentially be installed (though typically, these units are clustered near the center of the building). The nearest residences and the park would be further away and thus the noise level from mechanical equipment would be lower. Conservatively assuming a sound power level of 92 dBA, and a minimum setback from the roof's edge of ten feet, the noise level at a distance of 335 feet from one HVAC unit would be approximately 44 dBA L_{eq} at the nearest existing noise-sensitive use. If additional units were operating simultaneously, the resultant noise level at the nearest existing residences would be greater. If ten (10) such units were running simultaneously, the combined noise level at the school would be approximately 54 dBA L_{eq}, neglecting the fact that the other units would be further away than analyzed for this worst-case assessment. If the air conditioning units ran continuously 24 hours per day (which is unlikely), the resulting noise level in terms of the CNEL noise metric would be approximately 61 dBA CNEL, and thus would not exceed the City's noise standard of 65 dBA CNEL for residences, schools, and parks.

Furthermore, consistent with standard building practices, the self-storage building's architectural design will include either a parapet wall, enclosure or barrier shielding the HVAC unit from adjacent uses. The parapet wall/barrier height will be as tall as, or taller, than the HVAC units, and thus, would break the line-of-sight between the noisesensitive uses and the HVAC units. This parapet wall/barrier shielding will provide a minimum of 14 decibels reduction from HVAC noise, using conservative assumptions (calculation worksheet provided in Attachment C). The resultant HVAC noise level would be approximately 48 dBA CNEL or less at the nearest noise-sensitive land uses. Therefore, impacts associated with on-site mechanical noise would be less than significant.

4.2.2 Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?

[9] Sound power or acoustic power is the rate at which sound energy is emitted, reflected, transmitted, or received, per unit time. It is calculated and expressed in watts and as sound power level (L_W) in decibels. It is the power of the sound force on a surface of the medium of propagation of the sound wave. For a sound source, unlike sound pressure (L_P), sound power is neither roomdependent nor distance-dependent. Sound pressure is a measurement at a point in space near the source, whereas the sound power of a source is the total power emitted by that source in all directions. The relation between sound power and sound pressure used for this analysis was the following:

$$L_P = L_W - 20*\text{Log}(R) + 2.5,$$

where R is the source–receiver distance of interest, in feet—as for a free field above a reflecting plane (Diehl 1973).

Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities (Caltrans 2020). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inch/second begin to cause annoyance. Heavier pieces of construction equipment, such as bulldozers, have peak particle velocities of approximately 0.089 inch/second or less at a distance of 25 feet (FTA 2018).

Groundborne vibration typically attenuates over short distances. At the distance from the nearest sensitive use (a school) to the Project boundary (approximately 325 feet) and with the anticipated construction equipment, the peak particle velocity would be approximately 0.0019 inch/second. At the closest sensitive receptors, vibration levels would be well below the vibration threshold of potential annoyance of 0.1 inch/second.

Construction can also affect nearby buildings by inflicting damage from vibration. However, construction vibration associated with this Project would not result in structural building damage. Building damage typically occurs at vibration levels of 0.5 inch/second or greater for buildings of reinforced-concrete, steel, or timber construction. The heavier pieces of construction equipment used for this Project would include backhoes, front-end loaders, and flatbed trucks. Pile driving, blasting, or other special construction techniques would not be used for construction of the Project; therefore, excessive groundborne vibration and groundborne noise with the potential to adversely affect nearby buildings would not be generated. Once operational, the Project would not generate groundborne vibration. As such, no building damage would be expected to occur as a result of Project-related vibration during construction or operation, and impacts would be less than significant.

4.2.3 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 result in the exposure of people residing or working in the Project area to excessive noise levels.?

No private airstrips are located within ten miles of the City (AirNav.com 2021). Therefore, no impacts associated with private airstrip noise would occur. The Project site is not located within an airport land use planning area or within two miles of a public airport or public use airport (Los Angeles County Airport Land Use Commission 2009). There are no general aviation airports or airstrips in the vicinity of the Project Site. The closest airport is Compton/Woodley Airport, which is located approximately 6.5 miles south of the Project site. Any overhead air traffic noise above the Project Site would occur at heights where there is little possibility to expose construction workers or employees and customers of the self-storage facility to excessive aircraft noise levels. Therefore, there would be no impact associated with either private airstrips or public airport noise.

4.3 Cumulative Noise Impacts

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. At this time, there are no other current, ongoing or future, planned development projects in the immediate Project area. Thus, potential construction impacts associated with the Project and another

simultaneous project is not expected and speculative.[10] In addition, future projects would be subject to CEQA and would require a noise impact analysis and, where necessary, mitigation if the Project would exceed local noise thresholds. Therefore, the noise generated by construction of the Project would not result in a cumulatively considerable increase in noise levels during construction or operation.

5 Conclusions

In summary, with implementation of standard construction and design techniques and practices, the Project's short- and long-term noise and vibration impacts would be less than significant.

6 References Cited

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FTA (U.S. Department of Transportation, Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

[10] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and to comply with CEQA's information disclosure requirements.

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Los Angeles County Department of Regional Planning. 2009. Airport Land Use Commission: Los Angeles County Airports. Accessed January 27, 2021.

Belgrave Ave
Randolph St
Randolph St
Lillian St
ST1
Wilmington Ave
E 60th St
Southern Pacific RR
S Alameda St
S Alameda St
ST2
E 61st St
ST3

SOURCE: Bing Maps (Accessed 2020); Los Angeles County 2018

FIGURE 1

Date: 1/28/2021 - Last saved by: bdekkestul - Path: Z:\Projects\13181\MAP\DOCDOCUMENTING\EFigure1_NoiseMeasurementLocations.mxd

DUDEK n 0 75 150 Feet

Noise Measurement Locations

Randolph Street Self-Storage Project

Attachment A

Field Noise Measurement Data Sheets

FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: RANDOLPH ST. SELF STORAGE — PROJECT #: 13181
SITE ID:
SITE ADDRESS:
START DATE: 1/7/21 — END DATE: 1/7/21 — OBSERVER(S): PETE VITAR
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 61 F — HUMIDITY: 46 % R.H. — WIND: (CALM) LIGHT MODERATE VARIABLE STEADY GUSTY
WINDSPD: MPH — DIR. N NE E SE S SW W NW
SKY: (SUNNY) CLEAR OVRCAST (PRTLY CLDY) FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: PICCOLO SLM-P3 — TYPE 1 2 — SERIAL # 14031004
CALIBRATOR: BSWA CA 114 — SERIAL # 49015T
CALIBRATION CHECK — PRE-TEST: dBA SPL — POST-TEST: dBA SPL — WINDSCRN: YES

SETTINGS: (A-WTD) (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
(ST 1) 20-21	10:33	10:48	58.6	66.7	55.2				

COMMENTS: READING TAKEN IN FRONT OF 5909 LILLIAN ST. (LILLIAN STREET SCHOOL). PRIMARY NOISE SOURCE IS DISTANT TRAFFIC FROM ALAMEDA ST. SOME NOISE FROM SURROUNDING MANUFACTURING BUSINESSES (PALLETS MOVING; CONVERSATIONS; SMALL TOOLS; FORKLIFTS)

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP: APX 40 / 70 C/L ON LILLIAN ST
TRAFFIC COUNT DURATION: 15 MIN

COUNT 1 (OR RDWY 1)	DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
	AUTOS	3			
	MED TRKS	0			
	HVY TRKS	0			
	BUSES	0			
	MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING DIST. CONVRSTNS / YELLING (DIST. TRAFFIC (LIST RDWYS BELOW)) DISTD GARDENERS/LANDSCAPING NOISE
OTHER: INDIST TRAFFIC NOISE FROM SURROUNDING STREETS

DESCRIPTION / SKETCH

TERRAIN: HARD SOFT (MIXED) FLAT OTHER:
PHOTOS: 9819; 9820; 9821; 9822;
OTHER COMMENTS / SKETCH

FIELD NOISE MEASUREMENT DATA

DUDEK

PROJECT: RANDOLPH ST. SELF STORAGE — PROJECT #: 13181
SITE ID:
SITE ADDRESS:
OBSERVER(S): PETE VIZAR
START DATE: 1/7/21 — END DATE: 1/7/21
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 61 F — HUMIDITY: 46 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: MPH — DIR. N NE E SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCAST (PRTLY CLDY) FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: PICCOLO SLM-P3 — TYPE 1 2 — SERIAL #: 14031004
CALIBRATOR: BSWA CA 114 — SERIAL #: 991151
CALIBRATION CHECK — PRE-TEST: dBA SPL — POST-TEST: dBA SPL — WINDSCRN: YES

SETTINGS: (A-WTD) (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
ST2 22-23	10:56	11:11	66.0	68.8	64.1				

COMMENTS: READING TAKEN ON WEST SIDE OF RAUL R. PEREZ PARK & NEAR PLAYGROUND; PRIMARY NOISE SOURCES ARE TRAFFIC ON ALAMEDA ST TO THE WEST AND CONSISTANT HUM FROM THE SAROYAN HARDWOOD PLANT TO THE SOUTH EAST; INDUSTRIAL NOISE FOR THE MOST PART, OVERTAKES TRAFFIC NOISE

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL (INDUSTRIAL) OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP: 60ft
TRAFFIC COUNT DURATION: 15 MIN — SPEED

NO CLEAR SIGHTLINE TO ALAMEDA

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS				
MED TRKS				
HVY TRKS				
BUSES				
MOTRCLS				

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

COUNT 2 (OR RDWY 2) — ___ MIN — SPEED

	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. BARKING DOGS (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING (DIST. CONVRSTNS / YELLING) DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED FLAT OTHER:
PHOTOS: 9824; 9825; 9826; 9827; 9828; 9829; 9830; 9831; 9832
OTHER COMMENTS / SKETCH

DUDEK

FIELD NOISE MEASUREMENT DATA

PROJECT: RANDOLPH ST. SELF STORAGE — PROJECT #: 13181
SITE ID:
SITE ADDRESS: — OBSERVER(S): PETE VIDAR
START DATE: 1/7/21 — END DATE: 1/7/21
START TIME: — END TIME:

METEOROLOGICAL CONDITIONS

TEMP: 65 F — HUMIDITY: 36 % R.H. — WIND: (CALM) LIGHT MODERATE
WINDSPD: MPH — DIR. N NE E SE S SW W NW — VARIABLE STEADY GUSTY
SKY: (SUNNY) CLEAR OVRCAST (PRTLY CLDY) FOG RAIN

ACOUSTIC MEASUREMENTS

MEAS. INSTRUMENT: Piccolo SLM-P3 — TYPE 1 2 — SERIAL # 14031004
CALIBRATOR: BSWA Cr 114 — SERIAL # 990151
CALIBRATION CHECK — PRE-TEST: dBA SPL — POST-TEST: dBA SPL — WINDSCRN: YES

SETTINGS: (A-WTD) (SLOW) FAST FRONTAL RANDOM ANSI OTHER:

REC. #	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (SPECIFY METRIC
(ST3) 24-25	11:33	11:49	62.7	75.3	52.7				

COMMENTS
READING WAS TAKEN ACROSS STREET FROM 1328 E. 61ST ST (RESIDENTIAL) ON SIDEWALK ALONG LILLIAN STREET SCHOOL; PRIMARY NOISE SOURCE IS MODERATE TRAFFIC ON NEARBY STREETS; LIGHT TRAFFIC ON E. 61ST ST.; INTERMITTENT DOG BARKING THROUGHOUT READING;

SOURCE INFO AND TRAFFIC COUNTS

PRIMARY NOISE SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL OTHER:
ROADWAY TYPE: ASPHALT — DIST. TO RDWY C/L OR EOP: APX 25 FT OF ON E. 61ST ST

TRAFFIC COUNT DURATION: 15 MIN — SPEED: ___ MIN

COUNT 1 (OR RDWY 1) DIRECTION	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED
AUTOS	5			
MED TRKS	1			
HVY TRKS	1			
BUSES	0			
MOTRCLS	0			

IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE ✓

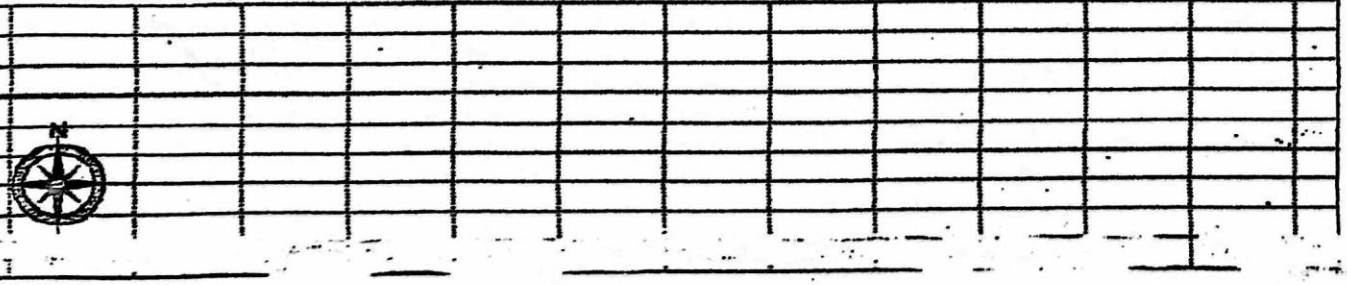
COUNT 2 (OR RDWY 2)	NB/EB	SB/WB	NB/EB SPEED	SB/WB SPEED

SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE
POSTED SPEED LIMIT SIGNS SAY:

OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES (DIST. BARKING DOGS) (BIRDS) DIST. INDUSTRIAL
DIST. KIDS PLAYING (DIST. CONVRSTNS / YELLING) DIST. TRAFFIC (LIST RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE
OTHER:

DESCRIPTION / SKETCH

TERRAIN: (HARD) SOFT MIXED FLAT OTHER:
PHOTOS: 9834; 9835; 9836; 9837; 9838; 9839; 9840
OTHER COMMENTS / SKETCH



Attachment B

Construction Noise Modeling Input/Output Files

Roadway Construction Noise Model (RCNM),Version 1.

Report date: 1/26/2021
Case Description: Randolph St Self Storage - Demolition

---- Receptor #1 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
School to the west	Residential	65	60	55

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	325	5
Excavator	No	40		80.7	350	5
Excavator	No	40		80.7	400	5
Excavator	No	40		80.7	450	5

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	68.3	61.3	N/A	N/A	N/A	N/A
Excavator	58.8	54.8	N/A	N/A	N/A	N/A
Excavator	57.6	53.7	N/A	N/A	N/A	N/A
Excavator	56.6	52.6	N/A	N/A	N/A	N/A
Total	68.3	63.2	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Park to the east	Residential	65	60	55

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	325	0
Excavator	No	40		80.7	350	0
Excavator	No	40		80.7	400	0
Excavator	No	40		80.7	450	0

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq

Equipment		*Lmax	Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq
Concrete Saw		73.3	66.3	N/A	N/A	N/A	N/A
Excavator		63.8	59.8	N/A	N/A	N/A	N/A
Excavator		62.6	58.7	N/A	N/A	N/A	N/A
Excavator		61.6	57.6	N/A	N/A	N/A	N/A
	Total	73.3	68.2	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Residential to the southwe	Residential	65	60	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	400	5
Excavator	No	40		80.7	425	5
Excavator	No	40		80.7	450	5
Excavator	No	40		80.7	500	5

Results

Calculated (dBA) Noise Limits (dBA)

Equipment		*Lmax	Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq
Concrete Saw		66.5	59.5	N/A	N/A	N/A	N/A
Excavator		57.1	53.1	N/A	N/A	N/A	N/A
Excavator		56.6	52.6	N/A	N/A	N/A	N/A
Excavator		55.7	51.7	N/A	N/A	N/A	N/A
	Total	66.5	61.6	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 1/26/2021
Case Description: Randolph St Self Storage - Grading

---- Receptor #1 ---Baselines

(dBA)

Description	Land Use	Daytime	Evening	Night
School to the west	Residential	65	60	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	325	5
Dozer	No	40		81.7	350	5
Front End Loader	No	40		79.1	400	5
Backhoe	No	40		77.6	450	5
Tractor	No	40	84		500	5
Grader	No	40	85		550	5

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	59.5	55.5	N/A	N/A	N/A	N/A
Dozer	59.8	55.8	N/A	N/A	N/A	N/A
Front End Loader	56	52.1	N/A	N/A	N/A	N/A
Backhoe	53.5	49.5	N/A	N/A	N/A	N/A
Tractor	59	55	N/A	N/A	N/A	N/A
Grader	59.2	55.2	N/A	N/A	N/A	N/A
Total	59.8	62.1	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park to the east	Residential	65	60	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	325	0
Dozer	No	40		81.7	350	0
Front End Loader	No	40		79.1	400	0
Backhoe	No	40		77.6	450	0
Tractor	No	40	84		500	0
Grader	No	40	85		550	0

Results

Calculated (dBA)		Noise Limits (dBA)	
		Day	Evening

Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		64.5	60.5	N/A	N/A	N/A	N/A
Dozer		64.8	60.8	N/A	N/A	N/A	N/A
Front End Loader		61	57.1	N/A	N/A	N/A	N/A
Backhoe		58.5	54.5	N/A	N/A	N/A	N/A
Tractor		64	60	N/A	N/A	N/A	N/A
Grader		64.2	60.2	N/A	N/A	N/A	N/A
	Total	64.8	67.1	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Residential to the southwe	Residential	65	60	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	400	5
Dozer	No	40		81.7	425	5
Front End Loader	No	40		79.1	450	5
Backhoe	No	40		77.6	500	5
Tractor	No	40	84		550	5
Grader	No	40	85		600	5

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	57.6	53.7	N/A	N/A	N/A	N/A
Dozer	58.1	54.1	N/A	N/A	N/A	N/A
Front End Loader	55	51	N/A	N/A	N/A	N/A
Backhoe	52.6	48.6	N/A	N/A	N/A	N/A
Tractor	58.2	54.2	N/A	N/A	N/A	N/A
Grader	58.4	54.4	N/A	N/A	N/A	N/A
Total	58.4	60.9	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 1/26/2021
Case Description: Randolph St Self Storage - Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
School to the west	Residential	65	60	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane	No	16		80.6	325	5
Man Lift	No	20		74.7	350	5
Man Lift	No	20		74.7	400	5
Man Lift	No	20		74.7	450	5
Tractor	No	40	84		500	5
Front End Loader	No	40		79.1	550	5
Backhoe	No	40		77.6	600	5
Generator	No	50		80.6	450	5
Welder / Torch	No	40		74	500	5

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		59.3	51.3	N/A	N/A	N/A	N/A
Man Lift		52.8	45.8	N/A	N/A	N/A	N/A
Man Lift		51.6	44.6	N/A	N/A	N/A	N/A
Man Lift		50.6	43.6	N/A	N/A	N/A	N/A
Tractor		59	55	N/A	N/A	N/A	N/A
Front End Loader		53.3	49.3	N/A	N/A	N/A	N/A
Backhoe		51	47	N/A	N/A	N/A	N/A
Generator		56.5	53.5	N/A	N/A	N/A	N/A
Welder / Torch		49	45	N/A	N/A	N/A	N/A
	Total	59.3	59.7	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Park to the east	Residential	65	60	55

		Equipment			
		Spec	Actual	Receptor	Estimated
	Impact	Lmax	Lmax	Distance	Shielding

Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane	No	16		80.6	325	0
Man Lift	No	20		74.7	350	0
Man Lift	No	20		74.7	400	0
Man Lift	No	20		74.7	450	0
Tractor	No	40	84		500	0
Front End Loader	No	40		79.1	550	0
Backhoe	No	40		77.6	600	0
Generator	No	50		80.6	450	0
Welder / Torch	No	40		74	500	0

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	64.3	56.3	N/A	N/A	N/A	N/A
Man Lift	57.8	50.8	N/A	N/A	N/A	N/A
Man Lift	56.6	49.6	N/A	N/A	N/A	N/A
Man Lift	55.6	48.6	N/A	N/A	N/A	N/A
Tractor	64	60	N/A	N/A	N/A	N/A
Front End Loader	58.3	54.3	N/A	N/A	N/A	N/A
Backhoe	56	52	N/A	N/A	N/A	N/A
Generator	61.5	58.5	N/A	N/A	N/A	N/A
Welder / Torch	54	50	N/A	N/A	N/A	N/A
Total	64.3	64.7	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Residential to the southwe	Residential	65	60	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	400	5
Man Lift	No	20		74.7	425	5
Man Lift	No	20		74.7	450	5
Man Lift	No	20		74.7	500	5
Tractor	No	40	84		550	5
Front End Loader	No	40		79.1	600	5
Backhoe	No	40		77.6	650	5
Generator	No	50		80.6	500	5

Welder / Torch	No	40		74	550	5

	Results					
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	57.5	49.5	N/A	N/A	N/A	N/A
Man Lift	51.1	44.1	N/A	N/A	N/A	N/A
Man Lift	50.6	43.6	N/A	N/A	N/A	N/A
Man Lift	49.7	42.7	N/A	N/A	N/A	N/A
Tractor	58.2	54.2	N/A	N/A	N/A	N/A
Front End Loader	52.5	48.5	N/A	N/A	N/A	N/A
Backhoe	50.3	46.3	N/A	N/A	N/A	N/A
Generator	55.6	52.6	N/A	N/A	N/A	N/A
Welder / Torch	48.2	44.2	N/A	N/A	N/A	N/A
Total	58.2	58.7	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.

Report date: 1/26/2021
Case Description: Randolph St Self Storage - Paving

		---- Receptor #1 ---		
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
School to the west	Residential	65	60	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	325	5
Roller	No	20		80	350	5
Roller	No	20		80	400	5
Backhoe	No	40		77.6	450	5
Concrete Pump Truck	No	20		81.4	500	5
Concrete Pump Truck	No	20		81.4	550	5
Concrete Mixer Truck	No	40		78.8	450	5
Concrete Mixer Truck	No	40		78.8	500	5

	Results					
	Calculated (dBA)		Noise Limits (dBA)			

				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		56	53	N/A	N/A	N/A	N/A
Roller		58.1	51.1	N/A	N/A	N/A	N/A
Roller		56.9	49.9	N/A	N/A	N/A	N/A
Backhoe		53.5	49.5	N/A	N/A	N/A	N/A
Concrete Pump Truck		56.4	49.4	N/A	N/A	N/A	N/A
Concrete Pump Truck		55.6	48.6	N/A	N/A	N/A	N/A
Concrete Mixer Truck		54.7	50.7	N/A	N/A	N/A	N/A
Concrete Mixer Truck		53.8	49.8	N/A	N/A	N/A	N/A
	Total	58.1	59.5	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park to the east	Residential	65	60	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	325	0
Roller	No	20		80	350	0
Roller	No	20		80	400	0
Backhoe	No	40		77.6	450	0
Concrete Pump Truck	No	20		81.4	500	0
Concrete Pump Truck	No	20		81.4	550	0
Concrete Mixer Truck	No	40		78.8	450	0
Concrete Mixer Truck	No	40		78.8	500	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		61	58	N/A	N/A	N/A	N/A
Roller		63.1	56.1	N/A	N/A	N/A	N/A
Roller		61.9	54.9	N/A	N/A	N/A	N/A
Backhoe		58.5	54.5	N/A	N/A	N/A	N/A
Concrete Pump Truck		61.4	54.4	N/A	N/A	N/A	N/A
Concrete Pump Truck		60.6	53.6	N/A	N/A	N/A	N/A
Concrete Mixer Truck		59.7	55.7	N/A	N/A	N/A	N/A
Concrete Mixer Truck		58.8	54.8	N/A	N/A	N/A	N/A
	Total	63.1	64.5	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Residential to the southwe	Residential	65	60	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	400	5
Roller	No	20		80	425	5
Roller	No	20		80	450	5
Backhoe	No	40		77.6	500	5
Concrete Pump Truck	No	20		81.4	550	5
Concrete Pump Truck	No	20		81.4	600	5
Concrete Mixer Truck	No	40		78.8	550	5
Concrete Mixer Truck	No	40		78.8	600	5

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	54.2	51.1	N/A	N/A	N/A	N/A
Roller	56.4	49.4	N/A	N/A	N/A	N/A
Roller	55.9	48.9	N/A	N/A	N/A	N/A
Backhoe	52.6	48.6	N/A	N/A	N/A	N/A
Concrete Pump Truck	55.6	48.6	N/A	N/A	N/A	N/A
Concrete Pump Truck	54.8	47.8	N/A	N/A	N/A	N/A
Concrete Mixer Truck	53	49	N/A	N/A	N/A	N/A
Concrete Mixer Truck	52.2	48.2	N/A	N/A	N/A	N/A
Total	56.4	58.1	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Case Description: Randolph St Self Storage - Architectural Coating

		---- Receptor #1 ---Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
School to the west	Residential	65	60	55

			Equipment Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	325	5

		Results				
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	56.4	52.4	N/A	N/A	N/A	N/A
Total	56.4	52.4	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

		---- Receptor #2 ---Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Park to the east	Residential	65	60	55

			Equipment Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	325	0

		Results				
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	61.4	57.4	N/A	N/A	N/A	N/A
Total	61.4	57.4	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

		---- Receptor #3 --- Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night

Residential to the southweResidential	65	60	55		

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	400	5

	Results					
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	54.6	50.6	N/A	N/A	N/A	N/A
Total	54.6	50.6	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Attachment C

Heating, Ventilation, and Air Conditioning Specifications and Calculations

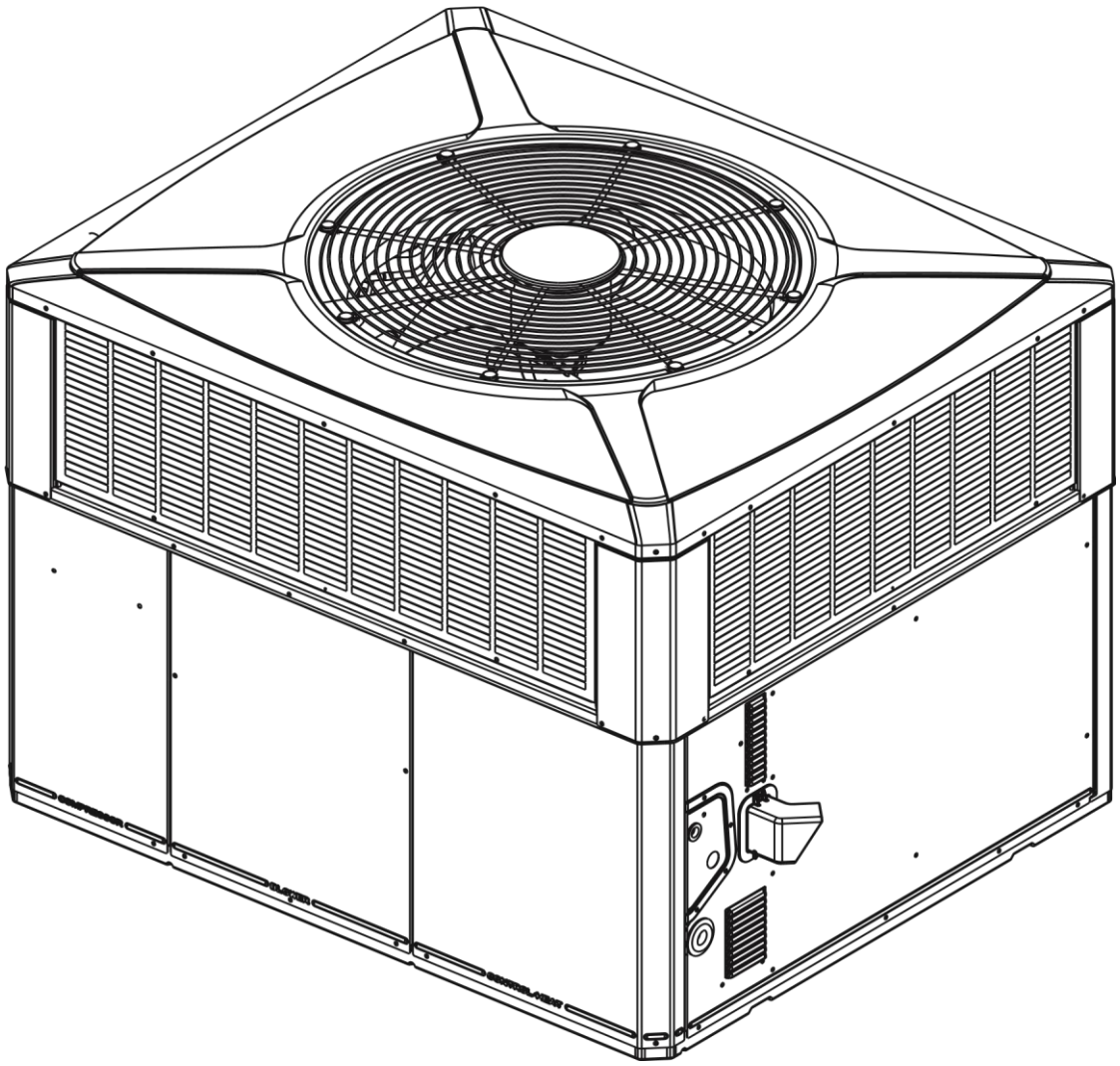
TRANE®

22-1799-17

Product Data

4DCY4024 through 4DCY4060

Single Packaged Convertible Dual Fuel 14 SEER 2 - 5 Ton, 40 - 120 MBTU R-410A



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MODEL	4DCY4024A1064B	4DCY4030A1075B	4DCY4036C1075A
RATED Volts/PH/Hz	208-230/1/60	208-230/1/60	208-230/1/60
Performance Cooling BTUH①	23600	30000	37000
Indoor Airflow (CFM)	760	880	1150
Power Input (KW)	2.162	2.15	3.11
EER/SEER(BTU/Watt-Hr.)⑤	12/14.0	12.0 / 14.25	12.0 / 14.0
Sound Power Rating [dB(A)]7	68	71	69
HP Heating Performance			
(High Temp.)BTUH / COP	/ 3.7	/ 3.9	
Power Input (KW)	1.77	2.15	/ 3.6 2.7
(Low Temp.) BTUH / COP	/ 2.38	/ 2.48	/ 2.4
Power Input (KW)	1.24	1.81	2.5
HSPF (BTU / Watt-Hr.)	8.0	8.0	8.0
Gas Heating Performance②			
(High) Input BTUH	64000	75000	75000
Capacity BTUH	51500	60500	60500
Temp. Rise — Min/Max (°F)	/ 65	/ 60	/ 60
(Low) Input BTUH	48000	56250	56250
Capacity BTUH	41200	48400	48400
AFUE	79	79.5	79.5
Type of Gas ③	NATURAL	NATURAL/LP	NATURAL
Gas Pipe Size (in.)	1/2	1/2	1/2
POWER CONN.—V/PH/HZ	208-230/1/60	208-230/1/60	208-230/1/60
Min. Brch. Cir. Ampacity④	16.1	19.1	26.2
Fuse Size — Max. (amps)	25	30	40
Fuse Size — Recmd. (amps)	25	30	40
COMPRESSOR	RECIPROCATING	RECIPROCATING	SCROLL
Volts/Ph/Hz	208-230/1/60	200-230/1/60	208-230/1/60
R.L. Amps — L.R. Amps	8.3 / 57.8	11.1 / 63	16.7 / 79
OUTDOOR COIL — TYPE	SPINE-FIN	SPINE-FIN	SPINE-FIN
Rows/F.P.I.	2 / 24	/ 24	/ 24
Face Area (sq.ft.)	13.32	13.32	15.49
Tube Size (in.)	3/8	3/8	3/8
Refrigerant Control	EXPANSION VALVE	EXPANSION VALVE	EXPANSION VALVE
INDOOR COIL — TYPE	PLATE FIN	PLATE FIN	PLATE FIN
Rows/F.P.I.	3 / 15	/ 15	/ 15
Face Area (sq.ft.)	3.54	3.54	3.54
Tube Size (in.)	3/8	3/8	3/8
Refrigerant Control	EXPANSION	EXPANSION	EXPANSION
Drain Conn. Size (in.)	VALVE 3/4	VALVE 3/4	VALVE 3/4
OUTDOOR FAN — TYPE	FEMALE NPT	FEMALE NPT	FEMALE NPT
Dia. (in.)	PROPELLER	PROPELLER	PROPELLER
Drive/No. Speeds	23.4	23.4	23.4
CFM @ 0.0 in. w.g.	DIRECT / 1	DIRECT / 1	DIRECT / 1
7 Motor —	2590	3250	3310
HP/R.P.M.	1/12 / 810	1/6 / 830	1/5 / 830
Volts/Ph/Hz	208-230/1/60	208-230/1/60	208-230/1/60
F.L. Amps/L.R. Amps	/ 0.95	/ 1.7	/ 1.9
INDOOR FAN — TYPE	CENTRIFUGAL	CENTRIFUGAL	CENTRIFUGAL
Dia x Width (in.)	X 10	X 10	X 10
Drive/No. Speeds	DIRECT / VARIABLE	DIRECT / VARIABLE	DIRECT / VARIABLE
CFM @ 0.0 in.	SEE FAN PERFORMANCE TABLE	SEE FAN PERFORMANCE TABLE	SEE FAN PERFORMANCE
w.g.⑤ Motor —	1/2 / VARIABLE	1/2 / VARIABLE	TABLE
HP/R.P.M.	200-230/1/60	208-230/1/60	1/2 / VARIABLE
Volts/Ph/Hz	/ 4.3	/ 4.3	200-230/1/60
F.L. Amps/L.R. Amps			/ 4.3
COMBUSTION FAN — TYPE	CENTRIFUGAL	CENTRIFUGAL	CENTRIFUGAL
Drive/No. Speeds	DIRECT / 2	DIRECT / 2	DIRECT / 2
Motor — HP/R.P.M. (High/Low)	1/45 / 2800/1500	1/45 / 2800/1500	1/45 / 2800/1500
Volts/Ph/Hz	208-230/1/60	208-230/1/60	208-230/1/60
FLA	0.34	0.34	0.34
FILTER / FURNISHED	NO	NO	NO
Type Recommended	THROWAWAY	THROWAWAY	THROWAWAY
Recmd. Face Area (sq. ft.)⑥	4	4	4
REFRIGERANT / Charge (lbs.)	R410A / 6.5	R410A / 6.56	R410A / 7.5
DIMENSIONS	H X W X L	H X W X L	H X W X L
Crated (in.)	45.86 / 44.5 / 52.03	45.86 / 44.5 / 52.03	47.86 / 44.5 / 52.03

General Data

WEIGHT / Shipping / Net (lbs.)	481 / 385	481 / 385	488 / 392

1 Certified in accordance with the Unitary Air-Conditioner Equipment certification program, which is based on AHRI Standard 210/240.

2 All models are U L Listed. Ratings shown are for elevations up to 2000 ft. For higher elevations reduce ratings at a rate of 4% per 1000 ft. elevation.

3 Convertible to LPG.

4 This value is approximate. For more precise value, see Unit Nameplate.

5 Based on U.S. Government Standard Tests.

6 Filters must be installed in return air stream. Square footages listed are based on 300 f.p.m. face velocity. If permanent filters are used size per manufacturer's recommendation with a clean resistance of 0.05" W.C.

7 Sound Power values are not adjusted for AHRI 270-95 tonal corrections.

8 Standard Air — Dry Coil — Outdoor.

MODEL	4DCY4036B3075A	4DCY4042A1096B	4DCY4048B1096B
RATED Volts/PH/Hz	208-230/3/60	208-230/1/60	208-230/1/60
Performance Cooling BTUH①	36000	42000	47500
Indoor Airflow (CFM)	1185	1370	1470
Power Input (KW)	3.28	3.27	3.96
EER/SEER(BTU/Watt-Hr.)⑤	11.4 / 14.0	12.0 / 14.25	12.0 / 14.0
Sound Power Rating [dB(A)]7	69	74	73
HP Heating Performance			
(High Temp.)BTUH / COP	/ 3.5	/ 3.6	
Power Input (KW)	2.7	3.27	/ 3.5 3.77
(Low Temp.) BTUH / COP	/ 2.36	/ 2.26	/ 2.3
Power Input (KW)	2.6	3.06	3.44
HSPF (BTU / Watt-Hr.)	8.0	8.0	8.0
Gas Heating Performance②			
(High) Input BTUH	75000	96000	96000
Capacity BTUH	60500	77500	77500
Temp. Rise — Min/Max (°F)	/ 60	/ 60	/ 60
(Low) Input BTUH	56250	72000	72000
Capacity BTUH	48400	62000	62000
AFUE	80.0	80	80
Type of Gas ③	NATURAL	NATURAL/LP	NATURAL
Gas Pipe Size (in.)	1/2	1/2	1/2
POWER CONN.—V/PH/HZ	208-230/3/60	208-230/1/60	208-230/1/60
Min. Brch. Cir. Ampacity④	18.5	31.5	33.9
Fuse Size — Max. (amps)	25	50	50
Fuse Size — Recmd. (amps)	25	50	50
COMPRESSOR	SCROLL	SCROLL	SCROLL
Volts/Ph/Hz	208-230/3/60	208-230/1/60	208-230/1/60
R.L. Amps — L.R. Amps	10.4 / 73	18.6 / 105	20.5 / 109
OUTDOOR COIL — TYPE	SPINE-FIN	SPINE-FIN	SPINE-FIN
Rows/F.P.I.	/ 24	2 / 24	2 / 24
Face Area (sq.ft.)	15.49	18.01	18.01
Tube Size (in.)	3/8	3/8	3/8
Refrigerant Control	EXPANSION VALVE	EXPANSION VALVE	EXPANSION VALVE
INDOOR COIL — TYPE	PLATE FIN	PLATE FIN	PLATE FIN
Rows/F.P.I.	/ 15	3 / 15	3 / 15
Face Area (sq.ft.)	3.54	5	5.0
Tube Size (in.)	3/8	3/8	3/8
Refrigerant Control	EXPANSION	EXPANSION	EXPANSION
Drain Conn. Size (in.)	VALVE 3/4	VALVE 3/4	VALVE 3/4
OUTDOOR FAN — TYPE	FEMALE NPT	FEMALE NPT	FEMALE NPT
Dia. (in.)	PROPELLER	PROPELLER	PROPELLER
Drive/No. Speeds	23.4	28.2	28.2
CFM @ 0.0 in. w.g.	DIRECT / 1	DIRECT / 1	DIRECT / 1
/ Motor —	3270	4400	4450
HP/R.P.M.	1/5 / 830	1/4 / 825	1/4 / 825
Volts/Ph/Hz	208-230/1/60	208-230/1/60	208-230/1/60
F.L. Amps/L.R. Amps	1.9	3.4	3.5
INDOOR FAN — TYPE	CENTRIFUGAL	CENTRIFUGAL	CENTRIFUGAL
Dia. x Width (in.)	X 10	X 10	X 10
Drive/No. Speeds	DIRECT / VARIABLE	DIRECT / VARIABLE	DIRECT / VARIABLE
CFM @ 0.0 in. w.g.⑤ Motor —	SEE FAN PERFORMANCE TABLE	SEE FAN PERFORMANCE TABLE	SEE FAN PERFORMANCE TABLE
HP/R.P.M.	1/2 / VARIABLE	3/4 / VARIABLE	3/4 / VARIABLE
Volts/Ph/Hz	200-230/1/60	208-230/1/60	200-230/1/60
F.L. Amps/L.R. Amps	/ 4.3	/ 6.8	/ 6.8
COMBUSTION FAN — TYPE	CENTRIFUGAL	CENTRIFUGAL	CENTRIFUGAL
Drive/No. Speeds	DIRECT / 2	DIRECT / 2	DIRECT / 2
Motor — HP/R.P.M.	1/45 / 2800/1500	1/45 / 2800/1500	1/45 / 2800/1500
(High/Low)	208-230/1/60	208-230/1/60	208-230/1/60
Volts/Ph/Hz	0.34	0.34	0.34
FLA			
FILTER / FURNISHED	NO	NO	NO
Type Recommended	THROWAWAY	THROWAWAY	THROWAWAY
Recmd. Face Area (sq. ft.)⑥	4	5.3	5.3
REFRIGERANT / Charge (lbs.)	R410A / 7.4	R410A / 7.25	R410A / 7.75

DIMENSIONS	H X W X L	H X W X L	H X W X L
Crated (in.)	47.86 / 44.5 / 52.03	47.86 / 47.4 / 61.75	47.86 / 47.4 / 61.75

General Data

WEIGHT / Shipping / Net (lbs.)	488 / 392	653 / 525	653 / 525

1 Certified in accordance with the Unitary Air-Conditioner Equipment certification program, which is based on AHRI Standard 210/240.

2 All models are U L Listed. Ratings shown are for elevations up to 2000 ft. For higher elevations reduce ratings at a rate of 4% per 1000 ft. elevation.

3 Convertible to LPG.

4 This value is approximate. For more precise value, see Unit Nameplate.

5 Based on U.S. Government Standard Tests.

6 Filters must be installed in return air stream. Square footages listed are based on 300 f.p.m. face velocity. If permanent filters are used size per manufacturer's recommendation with a clean resistance of 0.05" W.C.

7 Sound Power values are not adjusted for AHRI 270-95 tonal corrections.

8 Standard Air — Dry Coil — Outdoor.

General Data

MODEL	4DCY4048A3096C	4DCY4060B1120C	4DCY4060A3120C
RATED Volts/PH/Hz	208-230/3/60	208-230/1/60	208-230/3/60
Performance Cooling BTUH①	47000	58000	57500
Indoor Airflow (CFM)	1470	1785	1745
Power Input (KW)	4.03	4.83	5.48
EER/SEER(BTU/Watt-Hr.)⑤	10.85 / 14.0	12.0 / 14.0	11.5 / 14.0
Sound Power Rating [dB(A)]7	73	76	76
HP Heating Performance			
(High Temp.)BTUH / COP	42500 / 3.5	55000 / 3.6	54500 / 3.5
Power Input (KW)	3.56	4.48	4.56
(Low Temp.) BTUH / COP	26800 / 2.3	35400 / 2.4	36400 / 2.48
Power Input (KW)	3.44	4.30	4.29
HSPF (BTU / Watt-Hr.)	8.0	8.0	8.0
Gas Heating Performance②			
(High) Input BTUH	96000	120000	120000
Capacity BTUH	77500	96000	96000
Temp. Rise — Min/Max (°F)	30 / 60	30 / 60	30 / 60
(Low) Input BTUH	72000	90000	90000
Capacity BTUH	62000	77500	77500
AFUE	80	80.0	80.0
Type of Gas ③	NATURAL	NATURAL	NATURAL
Gas Pipe Size (in.)	1/2	1/2	1/2
POWER CONN.—V/PH/HZ	208-230/3/60	208-230/1/60	208-230/3/60
Min. Brch. Cir. Ampacity④	25.3	39.9	28.6
Fuse Size — Max. (amps)	35	60	45
Fuse Size — Recmd. (amps)	35	60	45
COMPRESSOR	SCROLL	SCROLL	SCROLL
Volts/Ph/Hz	208-230/3/60	208-230/1/60	208-230/3/60
R.L. Amps — L.R. Amps	13.7 / 83.1	25 / 134	16.0 / 110

OUTDOOR COIL — TYPE	SPINE-FIN	SPINE-FIN
Rows/F.P.I.	2 / 24	2 / 24
Face Area (sq.ft.)	18.01	23.07
Tube Size (in.)	3/8	3/8
Refrigerant Control	EXPANSION VALVE	EXPANSION VALVE
INDOOR COIL — TYPE	PLATE FIN	PLATE FIN
Rows/F.P.I.	3 / 15	4 / 15
Face Area (sq.ft.)	5.0	5.0
Tube Size (in.)	3/8	3/8
Refrigerant Control	EXPANSION	EXPANSION
Drain Conn. Size (in.)	VALVE 3/4	VALVE 3/4
OUTDOOR FAN — TYPE	FEMALE NPT	FEMALE NPT
Dia. (in.)	PROPELLER	PROPELLER
Drive/No. Speeds	28.2	28.2
CFM @ 0.0 in. w.g.	DIRECT / 1	DIRECT / 1
7 Motor —	4450	5710
HP/R.P.M.	1/4 / 825	1/3 / 830
Volts/Ph/Hz	208-230/1/60	208-230/1/60
F.L. Amps/L.R. Amps	1.4 / 3.5	1.7 / 3.5
Crated (in.)		
WEIGHT / Shipping / Net (lbs.)	653 / 525	676 / 548

1 Certified in accordance with the Unitary Air-Conditioner Equipment certification program, which is based on AHRI Standard 210/240.

2 All models are U L Listed. Ratings shown are for elevations up to 2000 ft. For higher elevations reduce ratings at a rate of 4% per 1000 ft. elevation.

3 Convertible to LPG.

4 This value is approximate. For more precise value, see Unit Nameplate.

5 Based on U.S. Government Standard Tests.

6 Filters must be installed in return air stream. Square footages listed are based on 300 f.p.m. face velocity. If permanent filters are used size per manufacturer's recommendation with a clean resistance of 0.05" W.C.

7 Sound Power values are not adjusted for AHRI 270-95 tonal corrections.

8 Standard Air — Dry Coil — Outdoor.

			SPINE-FIN 2 / 24 23.57 3/8
EXPANSION VALVE			
			PLATE FIN 4 / 15 5.0 3/8
EXPANSION VALVE 3/4 FEMALE NPT			
			PROPELLER 28.2 DIRECT / 1 1/3 / 830 208-230/1/60
INDOOR FAN — TYPE	CENTRIFUGAL	CENTRIFUGAL	CENTRIFUGAL
Dia x Width (in.)	11 X 10	11 X 10	11 X 10
Drive/No. Speeds	DIRECT / VARIABLE	DIRECT / VARIABLE	DIRECT / VARIABLE
CFM @ 0.0 in. w.g.⑤	SEE FAN PERFORMANCE TABLE	SEE FAN PERFORMANCE TABLE	SEE FAN PERFORMANCE TABLE
Motor — HP/R.P.M.	3/4 / VARIABLE	1 / VARIABLE	1 / VARIABLE
Volts/Ph/Hz	200-230/1/60	208-230/1/60	208-230/1/60
F.L. Amps/L.R. Amps	6.8 / 6.8	6.9 / 6.9	6.9 / 6.9
COMBUSTION FAN — TYPE	CENTRIFUGAL	CENTRIFUGAL	CENTRIFUGAL
Drive/No. Speeds	DIRECT / 2	DIRECT / 2	DIRECT / 2
Motor — HP/R.P.M. (High/Low)	1/45 / 2800/1500	1/45 / 2800/1500	1/45 / 2800/1500
Volts/Ph/Hz	208-230/1/60	208-230/1/60	208-230/1/60
FLA	0.34	0.34	0.34
FILTER / FURNISHED	NO	NO	NO
Type Recommended	THROWAWAY	THROWAWAY	THROWAWAY
Recmd. Face Area (sq. ft.)⑥	5.3	6.7	6.7
REFRIGERANT / Charge (lbs.)	R410A / 7.75	R410A / 11.94	R410A / 10.125
DIMENSIONS	H X W X L 47.86 / 47.4 / 61.75	H X W X L 51.86 / 47.4 / 61.75	H X W X L
			1.7 / 3.5
			51.86 / 47.4 / 61.75
			676 / 548
			251933-YTG-Y-0715

TECHNICAL GUIDE

R-410A
ZE/ZF/ZR/XN/XP
SERIES
3 - 6 TON
60 Hertz

Description

YORK® ZE/ZF/ZR/XN/XP Series units are convertible single package high efficiency rooftops with a common roof curb for the 3, 4, 5 and 6 Ton sizes (ZE, ZR, XN, XP not available in 6 Ton). Although the units are primarily designed for curb mounting on a roof, they can also be slab-mounted at ground level or set on steel beams above a finished roof.

All ZE/ZF/ZR/XN/XP Series units are self-contained and assembled on rigid full perimeter base rails allowing for overhead rigging. Every unit is completely charged, wired, piped and tested at the factory to provide a quick and easy field installation.

All models (including those with an economizer) are convertible between bottom and horizontal duct connections.

ZE/ZF/ZR Series units are available in the following configurations: cooling only, cooling with electric heat, and cooling with one or two stage gas heat. Electric heaters are available as factory-installed option or field installed accessory.

XN/XP Series units are available in the following

heat.

Tested in accordance with:

configurations: cooling and heating only and cooling and heating with electric

FOR DISTRIBUTION USE ONLY - NOT TO BE USED AT POINT OF RETAIL SALE

251933-YTG-Y-0715

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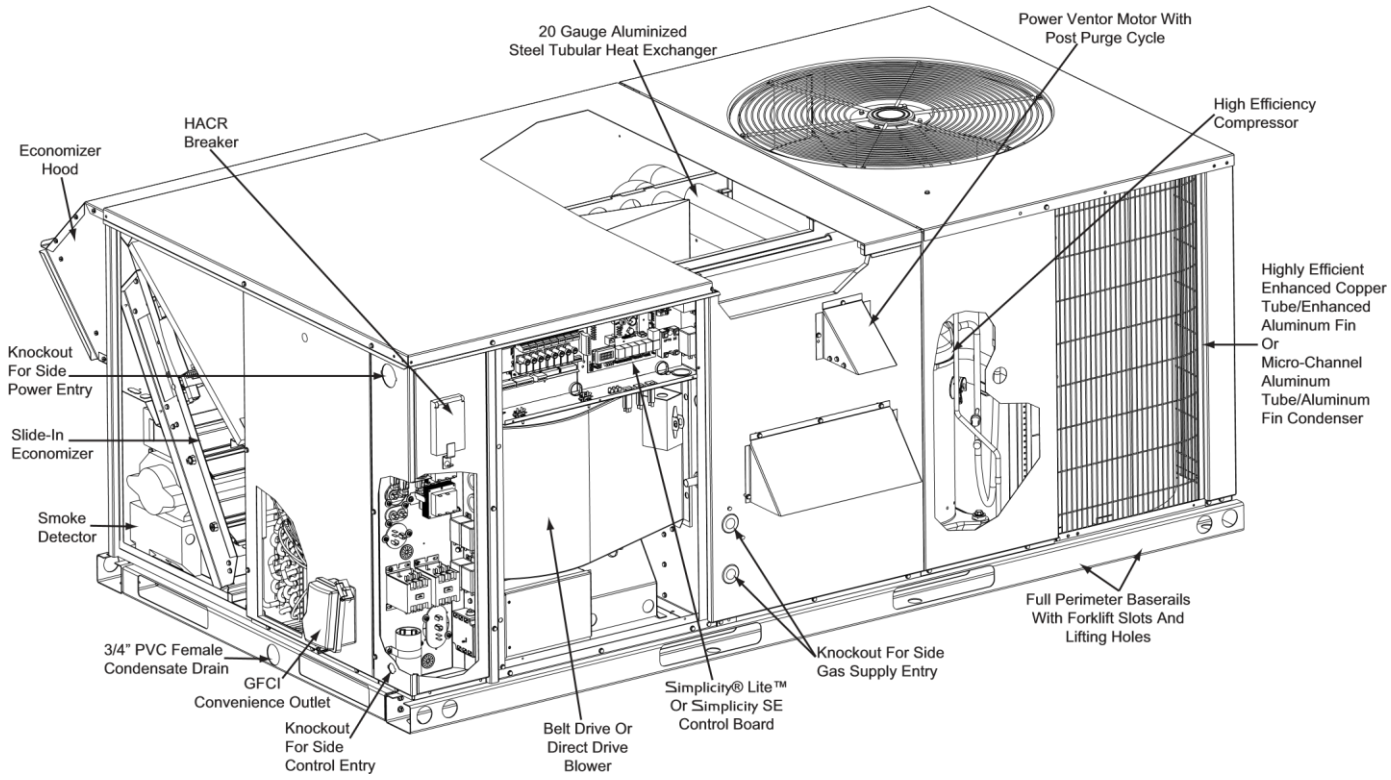
Component Location

Gas/Electric



Sound Performance

ZF/ZR/XP Indoor Sound Power Levels

Size (Tons)	CFM	ESP (IWG)	Blower		Sound Power, dB (10^{-12}) Watts							
					Sound Rating[1] dB (A)	Octave Band Centerline Frequency (Hz)						
			RPM	BHP		63	125	250	500	1000	2000	4000	8000
036 (3.0)	1200	0.2	630	0.41	63	82	77	59	50	43	42	40	45
048 (4.0)	1600	0.2	791	0.54	72	95	84	58	54	46	44	45	44
060 (5.0)	2000	0.2	840	0.67	62	84	71	58	53	50	49	49	49

072 (6.0)	2200	0.3	920	1.45	76	61	71	68	67	72	66	61	54

1. These values have been accessed using a model of sound propagation from a point source into the hemispheric/free field. The dBA values provided are to be used for reference only. Calculation of dBA values cover matters of system design and the fan manufacture has no way of knowing the details of each system. This constitutes an exception to any specification or guarantee requiring a dBA value of sound data in any other form than sound power level ratings.

ZE/ZF/ZR Outdoor Sound Power Levels

Size (Tons)	Sound Rating[1] dB (A)	Octave Band Centerline Frequency (Hz)							
		63	125	250	500	1000	2000	4000	8000
036 (3.0)	81	87.5	86.0	81.0	77.0	75.0	69.5	65.5	70.5
048 (4.0)	80	84.5	81.0	80.0	78.0	75.0	70.0	67.0	70.5
060 (5.0)	82	86.5	87.5	81.5	77.5	75.0	71.5	68.0	70.5
072 (6.0)	83	-	84.0	85.0	79.0	80.0	72.0	67.5	62.5

1. Rated in accordance with AHRI 270 standard.

XN/XP Outdoor Sound Power Levels

Size (Tons)	Sound Rating[1] dB (A)	Octave Band Centerline Frequency (Hz)							
		63	125	250	500	1000	2000	4000	8000
036 (3.0)	76	83.5	84.5	76.5	72.0	68.0	66.0	60.0	56.0
048 (4.0)	80	85.0	83.0	81.0	77.5	75.5	71.5	67.5	61.5
060 (5.0)	80	86.0	84.0	81.0	77.0	75.5	71.0	66.5	60.5

1. Rated in accordance with AHRI 270 standard.

5167798-YTG-G-0217

TECHNICAL GUIDE

R-410A

ZF SERIES

6.5 - 12.5 TON

60 Hertz

ZF 6.5 THROUGH 10 TON

Description

ASHRAE 90.1 COMPLIANT

common footprint cabinet and common roof curb for all 6.5 YORK® Predator® units are convertible single packages with a through 12.5 ton models. All units have two compressors with independent refrigeration circuits to provide 2 stages of cooling.

The units were designed for light commercial applications and can be easily installed on a roof curb, slab, or frame.

All Predator® units are self-contained and assembled on rigid full perimeter base rails allowing for 3-way forklift access and overhead rigging. Every unit is completely charged, wired, piped, and tested at the factory to provide a quick and easy field installation.

Predator® units in all tonnage sizes are convertible between side airflow and down airflow, with corresponding economizer if economizer option is desired.

Predator® units are available in the following configurations: cooling only, cooling with electric heat, and cooling with gas heat. Electric heaters are available as factory-installed options or field-installed accessories.

All units provide constant supply air volume. A variable air volume (VAV) option, which features a variable frequency drive

(VFD), is available on 6.5 through 12.5 ton models.

ZF12.5 TON

Tested in accordance with:

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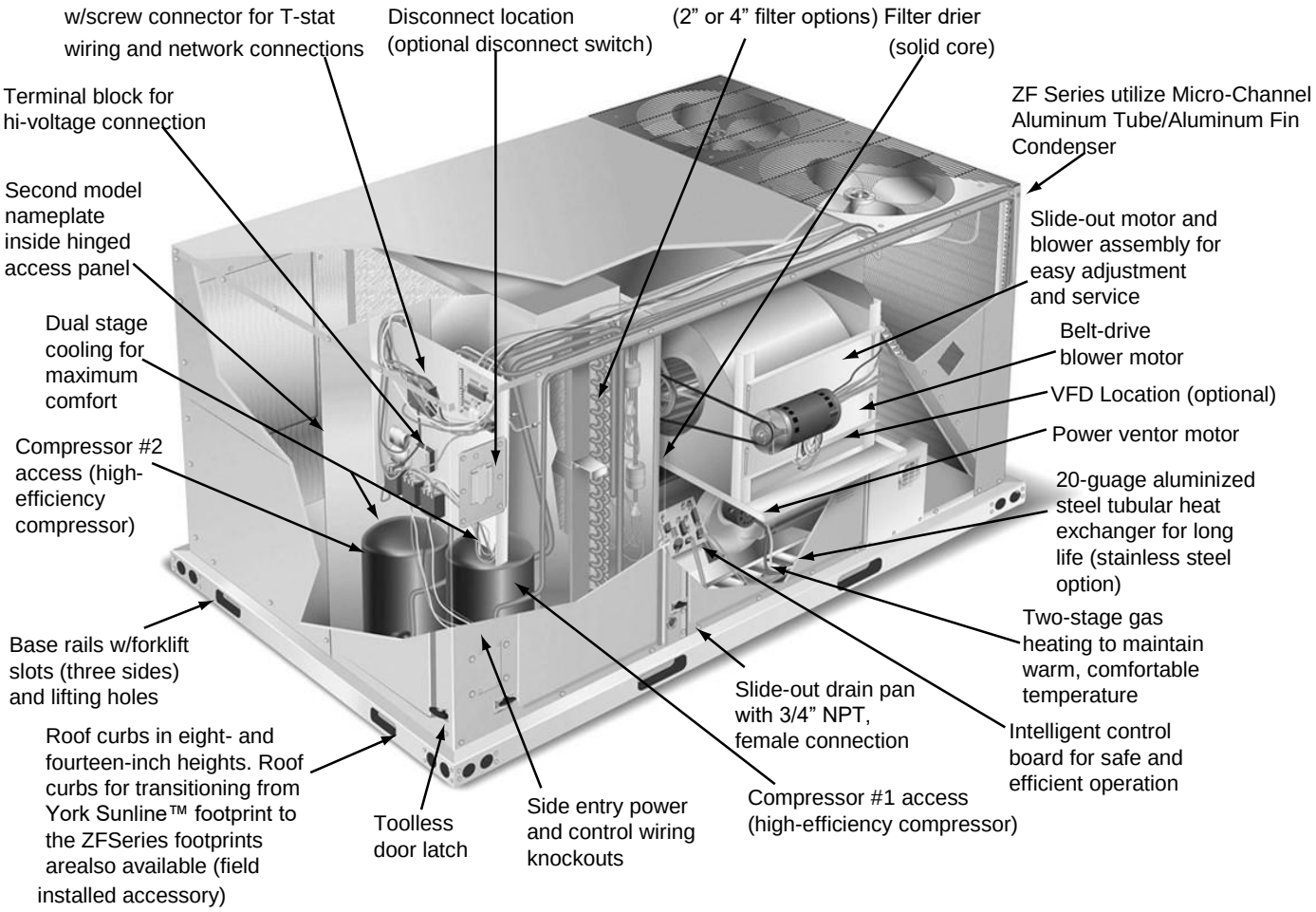
Component Location

Cooling With Gas Heat

Smart Equipment™ control board

Filter Access



Electric Heat Multipliers

Voltage		kW Capacity Multipliers[1]
Nominal	Applied	
240	208	0.75
	230	0.92
480	460	0.92
600	575	0.92

1. Electric heaters are rated at nominal voltage. Use this table to determine the electric heat capacity for heaters applied at lower voltages.

Sound Performance

Indoor Sound Power Levels

Size (Tons)	Model	CFM	ESP (IWG)	Blower		Sound Power, dB (10^{-12}) Watts								
						Sound Rating[1] dB (A)	Octave Band Centerline Frequency (Hz)							
				RPM	BHP		63	125	250	500	1000	2000	4000	8000
078 (6.5)	ZF	2600	0.6	812	1.14	74	71	73	73	71	69	65	65	60

090 (7.5)	ZF	3000	0.6	854	1.47	77	74	76	76	74	72	68	68	63
102 (8.5)	ZF	3400	0.6	872	1.65	80	77	79	79	77	75	71	71	66
120 (10)	ZF	4000	0.6	959	2.29	83	80	82	82	80	78	74	74	69
150 (12.5)	ZF	5000	0.6	1132	3.74	87	84	86	86	84	82	78	78	73

1. These values have been accessed using a model of sound propagation from a point source into the hemispheric/free field. The dBA values provided are to be used for reference only. Calculation of dBA values cover matters of system design and the fan manufacture has no way of knowing the details of each system. This constitutes an exception to any specification or guarantee requiring a dBA value of sound data in any other form than sound power level ratings.

Outdoor Sound Power Levels ZF078-150

Size (Tons)	Model	Sound Rating[1] dB (A)	Octave Band Centerline Frequency (Hz)							
			63	125	250	500	1000	2000	4000	8000
078 (6.5)	ZF	84	86.0	87.5	86.0	82.5	79.0	73.5	68.5	62.0
090 (7.5)	ZF	89	89.5	92.0	89.0	87.5	84.0	78.5	73.5	66.5
102 (8.5)	ZF	91	91.5	93.5	92.5	89.0	85.5	80.5	76.0	71.0
120 (10)	ZF	92	99.5	94.5	92.0	90.0	87.0	81.0	76.0	70.0
150 (12.5)	ZF	88	91.0	92.5	90.0	85.0	81.5	77.0	73.0	66.5

1. Rated in accordance with AHRI 270 standard.

SHIELDING ATTENUATION CALCULATIONS: RAY-TRACE PROGRAM (FOR A POINT-SOURCE)

Uses the Equation: $(A_{es})_{point}=20*\log[(2*pi*N)^{1/2}/\tanh(2*pi*N)^{1/2}]+5dB$

(Ref. Pg.174, Noise and Vibration Control, L.L. Beranek Editor, 1971 Ed.

Project: Randolph St. Self Storage Project
Date: 26-Jan-21
By: MG

Please Enter: Using English (E) units E

Ray Trace Number/Description	Source-Receiver Distance (ft. or m)	Source Base Elev. (ft. or m)	Source Height above Ground (ft. or m)	Receiver Base Elev. (ft. or m)	Receiver Height above Ground (ft. or m)	Horizontal Barrier Dist. (in ref. to source) (ft. or m)	Barrier Base Elev. (ft. or m)	Barrier Height (ft. or m)	Dominant Freq.(Hz)	Source-Rcvr Straight-Line Dist. (ft. or m)	Source-Top-of-Barrier Dist. (ft. or m)	Receiver-Top-of-Barrier Dist. (ft. or m)	Lambda	N_{max}	AE (barriers) (dB)
HVAC Equipment - Nearest Noise-Sensitive Land Use	335.0	177.0	39.0	177.0	5.0	10.0	216.0	**4.0**	500.0	336.7	10.8	327.2	2.3	1.1	**13.6**

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SHIELDING ATTENUATION CALCULATIONS: RAY-TRACE PROGRAM (FOR A POINT-SOURCE)

Uses the Equation: $(A_{es})_{point}=20*\log[(2*pi*N)^{1/2}/\tanh(2*pi*N)^{1/2}]+5dB$

(Ref. Pg.174, Noise and Vibration Control, L.L. Beranek Editor, 1971 Ed.

Project: Randolph St. Self Storage Project
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HVAC Equipment - Nearest Noise-Sensitive Land Use	335.0	177.0	39.0	177.0	5.0	10.0	216.0	**4.0**	500.0	336.7	10.8	327.2	2.3	1.1	**13.6**

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Attachment C

Vehicle Miles Traveled Screening Assessment

LINSCOTT LAW & GREENSPAN engineers

MEMORANDUM

To:	Steve Forster Yunus Rahi City of Huntington Park, California	Date:	December 11, 2020
From:	Clare M. Look-Jaeger, Grace Turney LLG Engineers	LLG Ref:	1-20-4406-1
Subject:	1920 Randolph Street Self-Storage Project – Vehicle Miles Traveled Screening Assessment		

LINSCOTT LAW & GREENSPAN engineers

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the vehicle miles traveled (VMT) screening assessment prepared for the proposed 1920 Randolph Street Self-Storage project ("proposed project") located in the City of Huntington Park, California. Pursuant to the current statutory requirements of the CEQA Guidelines, a project's transportation impact must be determined on the basis of VMT. Therefore, this memorandum provides a description of the proposed project, a discussion of the current CEQA statutes and the status of the City of Huntington Park's environmental review procedures, a detailed review of the applicable VMT screening criteria contained in the Los Angeles County Public Works Transportation Impact Analysis Guidelines[11], and conclusions regarding the proposed project's VMT impacts.

Description of Proposed Project

The proposed project site is located at 1920 Randolph Street in the City of Huntington Park, California. The project site is generally bounded by Randolph Street to the north, Wilmington Avenue to the west, existing Southern Pacific Railroad right-of-way to the east, and existing commercial development to the south. The project site and vicinity are shown in ***Figure 1***.

Based on information provided by the project Applicant, it is understood that the project consists of the development of a 260,106 square-foot self-storage project. The proposed self-storage project is planned to provide a total of nine parking spaces, including one accessible parking space and one EV/CAV[12]/vanpool space. The project

[11] Los Angeles County Public Works, "Transportation Impact Analysis Guidelines", July 23, 2020.
[12] Electric vehicles (EV) and connected autonomous vehicles (CAV)

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site is currently occupied by a number of buildings providing a total of 50,626 square feet of industrial and warehouse space. The existing buildings and surface parking areas will be removed in order to accommodate the proposed self-storage development. It is also understood that the project Applicant is seeking entitlements for a future 4,500 to 6,000 square-foot retail development on the northeast corner of the project site, located adjacent to the intersection of Alameda Street/Randolph Street. The proposed site plan is illustrated in ***Figure 2***.

Vehicle Miles Traveled Analysis

Pursuant to the passage of Senate Bill 743 in 2013, the State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 that amended the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the revisions to the CEQA Guidelines in December of 2018, and as of July 1, 2020 the provisions of the new section are in effect statewide. Concurrently, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), which provides non-binding recommendations on the implementation of VMT methodology and which has significantly informed the way VMT analyses are conducted in the State.

The City of Huntington Park has not formally adopted VMT methodology, screening criteria, or thresholds for VMT analysis of land use development projects within its jurisdiction. Instead, the City intends to generally follow the methodology set forth in the Los Angeles County Public Works Transportation Impact Guidelines.

Traditionally, public agencies have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the recommendations provided by OPR in the *Technical Advisory*, the County's Guidelines recognize four screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. These criteria are based on classification as local serving retail uses, proximity to high-quality transit, number of daily trips, and presence of affordable housing. Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts. Projects which are not screened out would be required to conduct a formal Transportation Impact Analysis in order to determine the significance of project impacts. The following paragraphs provide a detailed explanation of each screening criteria as it relates to the proposed project:

Retail Project Site Plan Screening Criteria

New local serving retail development typically redistributes shopping trips rather than creating new ones. By adding retail opportunities into the urban fabric and improving retail destination proximity, local serving retail developments tend to shorten trips

and reduce VMT, and may be presumed to cause less than significant impacts. Based on OPR's guidance, the County recommends that retail projects of any type should be less than 50,000 square feet in order to be considered local serving retail.

Self-storage projects are local serving by nature, in that most patrons select selfstorage locations which are near either their place of residence or their employment/business location. Self-storage projects function in similar ways to other retail and service land uses in that the predominant source of trips and therefore project-related VMT will be generated by the patrons of the site rather than employees. The proposed project would improve the density of available destinations, thereby shortening travel distances in the vicinity and reducing VMT.

It is noted that the proposed project exceeds the 50,000 square-foot threshold recommended by OPR and adopted in the County's Guidelines. However, it is recognized that self-storage facilities generate trips at much lower rates than similarly sized retail projects, as much of the space is passively utilized for private goods storage. It is expected that the proposed self-storage project will generate significantly fewer trips than a theoretical 50,000 square-foot retail project which would otherwise be screened out under the same criterion.

Traffic trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. The traffic volumes anticipated to be generated by the proposed project were forecast for the typical weekday AM and PM peak commute hours as well as over a 24-hour period (i.e., daily). Trip generation rate information provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition[13] was utilized to prepare the trip generation forecast. Specifically, trip generation average rates for Land Use 151: Mini-Warehouse and Land Use 820: Shopping Center were utilized to forecast the trips generated by the proposed self-storage project and a theoretical screened retail use, respectively.

Table 1 presents the base trip generation forecast for a 260,106 square-foot selfstorage project compared to the expected trip generation of a 50,000 square-foot retail project. As shown in *Table 1*, the proposed project is forecast to generate approximately 1,500 fewer trips on a daily basis than a theoretical retail project which would qualify as local serving and be screened from further analysis.

A**s** the proposed self-storage project is local serving in nature and is expected to exhibit trip generation characteristics well below that of a 50,000 square-foot retail project which would screen out, it is determined that the proposed project satisfies the

[13] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington D.C., 2017.

intent of the local serving retail screening criteria and is thus screened out of a detailed VMT analysis on the presumption of less than significant impacts.

The project Applicant is also seeking entitlements for a future 4,500 to 6,000 squarefoot retail development located at the northeast corner of the project site. The proposed future retail project meets the criteria for a local serving retail project of less than 50,000 square feet and thereby screens out of detailed VMT analysis on the presumption of less than significant impacts.

Proximity to Transit Screening Criteria

CEQA Guidelines Section 15064.3(b)(1) states in part: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing highquality transit corridor should be presumed to cause a less than significant transportation impact." In keeping with the statutory presumption of less than significant impacts due to nearby high-quality transit, the County's Guidelines include a screening criterion based on proximity to transit. Consistent with the recommendations provided by OPR, the County also notes certain project-specific or location-specific information which might indicate that the presumption is not appropriate. If the answers to the following questions are all no, then the presumption is assumed appropriate and the project can be screened out of further analysis.

- Does the project have a Floor Area Ratio (FAR) less than 0.75?
- Does the project provide more parking than required by the County Code?
- Is the project inconsistent with the SCAG RTP/SCS?
- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

The project site is located in the vicinity of the Los Angeles Metropolitan Transportation Authority (Metro) "A" (Blue) Line light rail Slauson Station. As a rail transit station, the Slauson Station qualifies as major transit stop[14]. The one-half mile travel shed originating from the Slauson Station is presented in ***Figure 3***. As shown in *Figure 3*, the proposed project site is located within a one-half mile walking distance

[14] Public Resources Code Section 21064.3: ""Major transit stop" means a site containing any of the following: (a) An existing rail or bus rapid transit station. (b) A ferry terminal served by either a bus or rail transit service. (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

of the project site, and therefore meets the statutory requirements to presume less than significant transportation impacts.

The proposed self-storage project was further reviewed in order to determine if any project-specific or site-specific information indicates that the presumption would not be valid. A detailed review of each question is provided below.

- Does the project have a Floor Area Ratio (FAR) less than 0.75?

  No. Based on information provided by the project Applicant, the project will have an FAR of 1.9, which is greater than 0.75.

- Does the project provide more parking than required by the County Code?

  Yes. The project's parking supply was compared to the City of Huntington Park's Municipal Code, as the County's Code is not applicable to the project site. Pursuant to Section 9-3.804 of the Huntington Park Municipal Code, selfstorage facilities are required to provide a total of five (5) spaces adjacent to the office or manager's unit, and two (2) spaces adjacent to all ground level entrances in multi-story facilities. As shown on the site plan presented in *Figure 1*, the project will have two ground floor entrances. Therefore, the Municipal Code parking requirement for the proposed project is nine (9) parking spaces. Further, Section 9-3.703 of the Code indicates that general commercial uses over 25,000 square feet are required to provide three (3) onsite loading spaces. The proposed project will provide ten (10) parking spaces and three (3) loading spaces, therefore the project does provide more parking spaces or loading spaces than required by the City of Huntington Park Municipal Code.

- Is the project inconsistent with the SCAG RTP/SCS?

  No. The project site is currently zoned as Industrial/Manufacturing Planned Development (MPD). Huntington Park Municipal Code Section 9-4.302 lists self-storage as an allowed land use in MPD zones. Since the project is consistent with the City's adopted zoning, and is not expected to result in substantial changes to the existing transportation network/infrastructure, it is assumed to be consistent with the land use and transportation network assumptions incorporated in the Southern California Council of Government's (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

  No. The existing project site is currently occupied by an assortment of industrial and warehouse buildings, which will be removed to accommodate the proposed self-storage facility. The project will not result in the loss of affordable housing units.

Based on this review, it is concluded that the answer to three of the four questions is no. Since it is concluded that the answer to one of the questions is yes, according to the County's Guidelines, the presumption of less than significant impacts may not be appropriate. Therefore, while the project does meet the conditions to presume less than significant transportation impacts stated in CEQA Guidelines Section 15064.3 and therefore screen out of VMT analysis, it has been conservatively concluded that such a presumption may not be appropriate for the proposed project. Therefore, the project does not satisfy the proximity to transit screening criteria.

Project Trip Generation Screening Criteria

Section 3.1.2.1 of the County's Guidelines state that: "If the answer is no to the question below, further analysis is not required, and a less than significant determination can be made.

- Does the development project generate a net increase of 110 or more daily vehicle trips?"

The *Technical Advisory* provides the following evidence for this presumption: "CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact."

As shown in *Table 1*, the proposed self-storage project is expected to generate approximately 374 daily trips. Since the proposed self-storage project is expected to generate an increase more than 110 daily trips, it does not satisfy the project trip generation screening criteria.

Residential Land Use Screening Criteria

In the *Technical Advisory*, OPR refers to research indicating that low-income housing in infill locations generally improves the jobs-housing match, shortening commutes and reducing VMT. OPR asserts that evidence supports presuming less than significant transportation impacts for 100% affordable residential developments, and that a project consisting of a high percentage of affordable housing may be a basis for a lead agency to find a less than significant impact on VMT, thereby screening out of detailed VMT analysis.

Consistent with the recommendations provided by OPR, Section 3.1.2.4 of the County's Guidelines indicate that certain projects which further the State's affordable housing goals are presumed to have less than significant impacts on VMT. The Guidelines state: "If the project requires discretionary action and the answer is yes to the question below, further analysis is not required, and a less than significant determination can be made.

- Are 100% of the units, excluding manager's units, set aside for lower income households?"

The proposed project does not include any residential dwelling units; therefore, this screening criterion does not apply.

Summary and Conclusions

Based on a detailed review of the VMT screening criteria set forth in the Los Angeles County Transportation Impact Guidelines, it is determined that the proposed selfstorage project satisfies the retail project site plan screening criteria. The proposed future retail development also satisfies the retail project site plan screening criteria.

As previously stated, proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Therefore, through satisfaction of one or more of the screening criteria, the proposed self-storage and future retail development components of the project are determined to have a less that significant transportation impact and are therefore not required to conduct any additional VMT analysis.

Please feel free to call us at 626.796.2322 with any questions or comments regarding the VMT assessment prepared for the proposed 1920 Randolph Street Self-Storage project.

Attachments

c: Brian Wong, North Palisade Partners

LINSCOTT LAW & GREENSPAN engineers

File

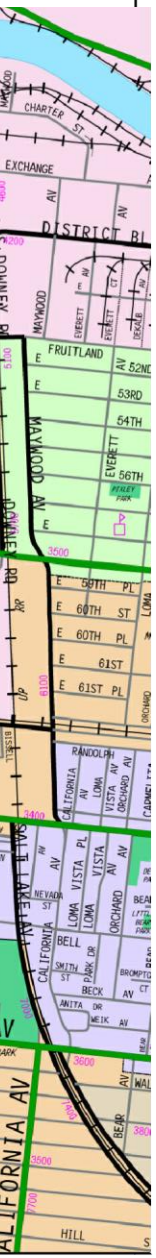

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FIGURE 1

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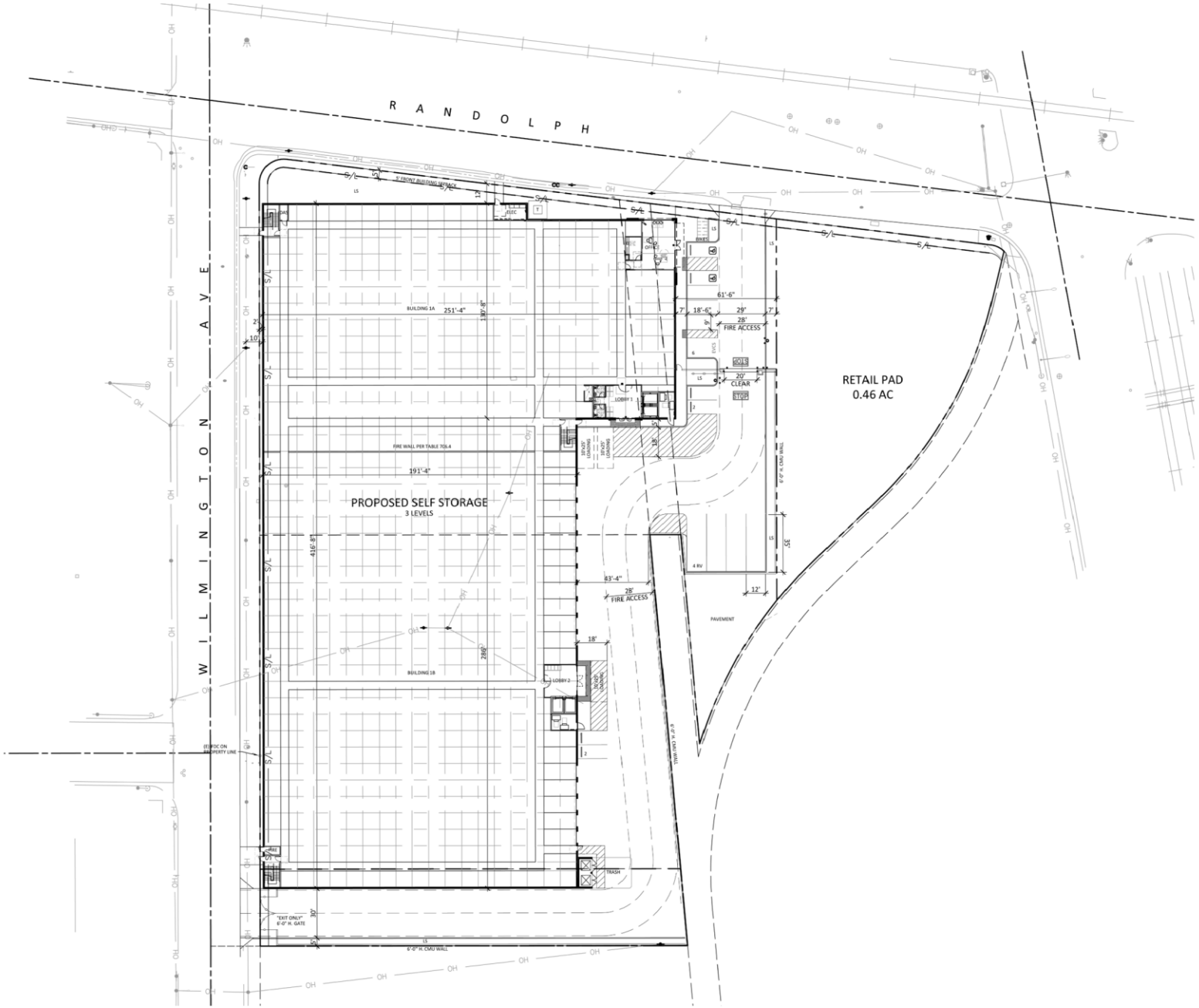
ELF STOPACE PPO IECT



SOURCE: KSP STUDIO

FIGURE 2
SITE PLAN

1920 RANDOLPH STREET SELF-STORAGE PROJECT

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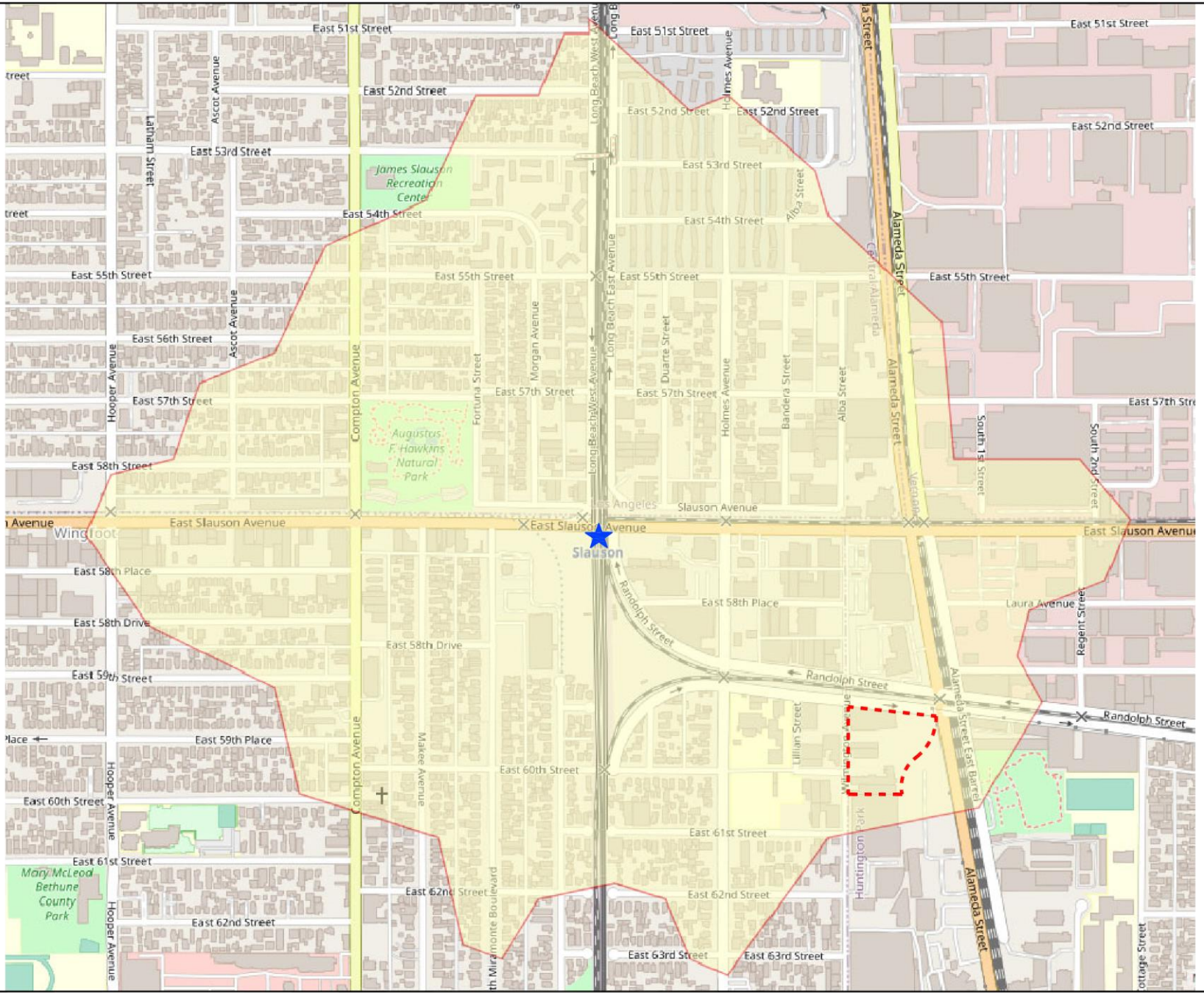

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SOURCE: ESRI

PROJECT SITE

METRO "A" (BLUE) LINE SLAUSON STATION

FIGURE 3

ONE-HALF MILE TRAVEL SHED

1920 RANDOLPH STREET SELF STORAGE PROJECT

Table 1
COMPARATIVE TRIP GENERATION FORECAST

TRIP GENERATION RATES [1]									
ITE LAND USE CATEGORY	ITE LAND USE CODE	VARIABLE	WEEKDAY DAILY	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
				IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
Mini-Warehouse	151	Per 1,000 SF	1.51	60%	40%	0.10	47%	53%	0.17
Shopping Center	820	Per 1,000 SF	37.75	62%	38%	0.94	48%	52%	3.81

PROJECT TRIP GENERATION FORECAST									
LAND USE	ITE LAND USE CODE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Self-Storage	151	260,106 GSF	393	16	10	26	21	23	44
Subtotal Proposed Project [A]			***393***	***16***	***10***	***26***	***21***	***23***	***44***
Screened Land Use									
Retail	820	50,000 GSF	1,888	29	18	47	92	99	191
Subtotal Screened Land Use [B]			***1,888***	***29***	***18***	***47***	***92***	***99***	***191***
Difference in Trip Generation [A]-[B]			***(1,495)***	***(13)***	***(8)***	***(21)***	***(71)***	***(76)***	***(147)***

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017. [2]
Trips are one-way traffic movements, entering or leaving.