MEMORANDUM

May 20, 2025

To:
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From:
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CC: Ricky Ramos
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Subject: 1802-1820 Pacific Coast Residential Subdivision

SECTION 15332–INFILL DEVLOPMENT (CLASS 32) CRITERIA

Section 15332, In-Fill Development Projects (Class 32), of the California Environmental Quality Act (CEQA) Guidelines applies to the proposed Pacific Coast Residential Subdivision Project (Project or proposed Project). Class 32 consists of environmentally benign infill projects that are consistent with the General Plan and Zoning requirements. This class of projects is characterized as in-fill development meeting the following conditions:

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

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

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

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

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

The Project meets all the conditions above, as described below, and therefore qualifies for Class 32 exemption.

1.0 PROJECT DESCRIPTION

1.1 Project Location and Environmental Setting

The Project site is located within the southern portion of the City of Huntington Beach at 1810 Pacific Coast Highway (to be addressed 1802-1820 Pacific Coast Highway), between 18th Street and 19th Street, in a primarily residential area of the city. However, commercial office, recreational, and resource extraction uses (Huntington Dog Beach and offshore oil and gas extraction) also exist in the area. An alley extends along the Project site's northeast boundary. Approximately two thirds of the Project site is paved asphalt/concrete, and the remainder of the site is crushed rock over open ground.

The Project site occupies the frontage along the northeast side of Pacific Coast Highway and encompasses a total of 39,969 square feet (SF) or 0.91 acre of land area. The Assessor Parcel Numbers (APNs) are 023-165-10 (1802 Pacific Coast Highway), 023-165-11 (1810 Pacific Coast Highway), 023-165-12 (1820 Pacific Coast Highway). The Project's regional and local vicinity are depicted on Exhibit 1 and Exhibit 2, respectively.

The Project site is within the Huntington Beach Oil Field and has historically been utilized as an oil and gas production facility since at least 1927. In the early 1970s the site was upgraded with the construction of the subsurface well cellar. Based on historic documents, the site was partially occupied with residential apartments (Geosyntec Consultants 2023).

The site, also referred to as Fort Apache, contains 14 wells, all of which are located within an existing subsurface cellar. A total of 3 of the 14 wells are active as of the time of the Phase I Environmental Site Assessment's (ESA's) preparation in 2023. Of the 11 remaining wells, 2 production wells and 1 water injection well are currently idle, while 7 production wells and 1 water injection well have been abandoned. An additional 8 plugged wells are located within the site outside the well cellar; they were plugged between 1937 and 1990. Currently, a combination of gas, oil, and water is conveyed offsite through underground pipes, with no storage or hydrocarbon processing performed on the premises. An electrical enclosure is located in the southeastern portion of the Subject Property that contains transformers and electrical panels for each active well. (Geosyntec Consultants 2023).

1.2 Onsite Remediation

The proposed Project involves the redevelopment of the former Fort Apache facility with 10 new detached single-family units. Due to the site's history as an oil and gas production facility, the Project is required to comply with the City Specifications 429 (Methane Mitigation Requirements) and 431-92 (Soil Quality Standard), respectively. In addition, the 3 remaining active wells located onsite would be abandoned pursuant to City Specification 422 (Oil Well Abandonment Permit Process).

The proposed Project is situated within the City of Huntington Beach Methane Mitigation District. Due to abandoned oil wells located throughout the Project site, new structures are required to be equipped with a passive methane barrier, at minimum, in accordance with City Specification 429, identified above. Therefore, a methane barrier would be installed as part of the proposed Project and will meet all requirements established by the City.

Additionally, soil sampling will be conducted prior to the issuance of grading permits, in compliance with City Specification 431-92. If the soil sampling reveals the presence of contamination, a Fire Department approved Remediation Action Plan (RAP) based on City Specification 431-92 requirements would be prepared. The Applicant would also be required to prepare an Imported Soil Plan prior to importing any offsite fill material.

1.2 Proposed Residential Development

The proposed Project involves the subdivision of the 0.91-acre Project site and the construction of 10, 3-story single-family dwelling units ranging in size from 3,420 SF to 4,011 SF of floor area. A total of four different floor plans are proposed: Floor Plan 1would be featured on Lots 1 and 10;

Floor Plan 2would be featured on Lots 2 and 9; Floor Plan 3 would be featured on Lots 3 through 7; and Floor Plan 4 would be featured on Lot 8. Lots 1, 2, 9 and 10 include ground floor accessory dwelling units (ADU's) ranging from 412 SF to 458 SF in size. Each unit would be provided with a garage that would be accessed through the existing alley abutting the site to the northeast. The proposed units are designed with upper-level balconies and roof-top decks at a height of 35 feet.

The proposed units would be of modern architecture, complete with stucco exteriors, stone veneer, board and batten siding, and other exterior façade treatments. The Project would also provide open space. The Project is summarized below in Table 1. The Project's Site Plan is depicted on Exhibit 3.

TABLE 1
PROJECT DEVELOPMENT SUMMARY

Project Components	Size, Units, Height, Spaces
Site Area Overall (net)	39,969 SF
Lots (net)	3,878 – 4,011 SF
Residential Units (number)	10 DU
Building Footprint	1,402; 1,684; 1,706; 1,774 SF
Landscape/ Greenspace	5,756 SF
Paving	14,899 SF
Residential Units (size)	3,420 – 4,011 SF
Building Height	35 FT
Parking	34 Spaces
SF: square feet; DU: dwelling units: FT: feet *Source: Project Information and Site Plan 2025.*	

2.0 CITY OF HUNTINGTON BEACH GENERAL PLAN AND ZONING GUIDELINES

Zoning. The Project site is within District 4 of the Downtown Specific Plan (City of Huntington Beach 2011). The purpose of this District is to promote residential development exclusively. The Downtown Specific Plan includes District specific development standards (Table 2).

General Plan Land Use. The Project site's General Plan Land Use designation is High Density Residential – Specific Plan (RH-sp) (City of Huntington Beach 2017a, City of Huntington Beach 2022). The High-Density Residential designation provides for uses allowed in the Low, Medium, and Medium High Density Residential designations as well as various multiple-family housing types (e.g., apartments, condominiums, lofts). The maximum density allowed within the RH-sp land use is 30 dwelling units per acre (du/ac). The proposed Project is consistent with the General Plan land use designation as the Project consists of the development of 10 single-family attached units on a 0.91-acre site, which translates into a density of 10.99 du/ac, well within the maximum permitted density.

Other Development Standards. Table 2 below assesses the Project's consistency with District 4 development standards, as specified in the City's Downtown Specific Plan.

TABLE 2
PROJECT CONSISTENCY WITH
DOWNTOWN SPECIFIC PLAN DEVELOPMENT STANDARDS

	Development Standard (RT)	Project	Consistency Evaluation
Minimum Lot Area	2,500 SF	3,878– 4,074 SF	Consistent
Maximum Lot Coverage	50% net land area	35-44%	Consistent
Maximum Density	1.0 to 1.0 max FAR	0.88 to 1.0 for Unit 8 1.0 to 1.0 for Units 1-7, and Units 9, 10	Consistent
Maximum Building Height	35 FT, 3 stories	35 FT	Consistent
Minimum Setbacks	Upper Story: 10 FT	10 FT	Consistent
	Front: 25 ft from PCH	25 FT	Consistent
	Interior Side Yard: 3 FT	3 FT, 2 IN	Consistent
	Exterior Side Yard: 5 FT	5 FT, 2 IN	Consistent
	Rear Yard: 7.5 FT	7.5 FT	Consistent
	Garage: 5 FT	7.5 FT	Consistent
Public Open Space	None required	N/A	N/A
Common Open Space	1. Projects that maintain the 25-foot front setback along Pacific Coast Highway shall be allowed to use the front setback area towards common open space as required in Section 3.2.16. Open Space. Any encroachments into the 25-foot front setback area shall require common open space to be located behind the front setback. 2. No public open space shall be required.	25-foot front setback along Pacific Coast Highway is provided.	Consistent
Street Frontage	1. Single-family dwelling units not fronting Pacific Coast Highway shall have a front porch element that faces onto the primary street frontage. The front porch shall be allowed to encroach 5' into the front setback area.	N/A	N/A

Source: City of Huntington Beach 2011.

3.0 SECTION 15300.2–EXCEPTIONS CRITERIA

Categorical Exemptions are subject to additional conditions described in Section 15300.2, Exceptions, of the State CEQA Guidelines, as follows:

3.1 Location

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

The Project is not considered under Classes 3, 4, 5, 6 or 11. This exception is not applicable to Class 32 Categorical Exemption. Therefore, this exception does not apply to the Project, as it is exempt under Class 32 Categorical Exemption.

3.2 Cumulative Impacts

b) 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.

Based on review of the City Planning Department's Major Projects and Applications in Process, there are no planned projects located within one-half mile of the Project site (City of Huntington Beach 2024). The closest related project to the Project site is the Ralphs Commercial Center, located approximately 1.5 miles northeast of the site at the southwest corner of Garfield Avenue and Goldenwest Street intersection. This related Project is currently in the midst of the planning process and has not been placed for consideration by the decision-making body (City of Huntington Beach 2024). The City of Huntington Beach is not contemplating any development (planned or in construction) in the area.

3.3 Significant Effect

c) 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 Project would not have a significant effect on the environment due to unusual circumstances, as demonstrated below. Neither the Project site, nor the proposed Project, has any features or characteristics that would distinguish either the Project or the site from other in-fill projects in an urban environment; therefore, there are no unusual circumstances that would result in significant impacts. Also, the Project-related construction activities would occur within the construction staging area and would not impact surrounding area. A discussion of the Project's potential impacts resulted to Section 15332, In-Fill Development (Class 32) criteria, is provided below:

3.3.1 Air Quality and Greenhouse Gas Emissions

An air quality analysis was prepared for the proposed Project which quantified the estimated construction and operational emissions of criteria pollutants due to on-site grading activities, building construction, paving, the application of coatings, and the vehicle trips generated by the proposed Project, included as Attachment A, CalEEMod Outputs.

As shown in Table 3, Estimated Maximum Daily Construction Emissions, the Project's construction emissions would be below the regional emission significance thresholds established by the SCAQMD.

TABLE 3
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS

Year	Emissions (lbs/day)					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2025	2	16	14	<1	3	2
2026	12	5	7	<1	<1	<1
Maximum Daily Emissions	**12**	**16**	**14**	**<1**	**3**	**2**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound; NO_x: nitrogen oxides; CO: carbon monoxide; SO_x: sulfur oxides; PM_{10}: respirable particulate matter 10 microns or less in diameter; $PM_{2.5}$: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

Source: SCAQMD 2023 (thresholds); see Attachment A for CalEEMod model outputs.

Additionally, Table 4 shows the maximum daily on-site emissions for Project construction activities compared with the SCAQMD Localized Significance Thresholds (LSTs), with receptors assumed to be within 25 meters of the Project site area of approximately one-acre. As shown in Table 3, Localized Significance Threshold – Unmitigated Construction Emissions, the localized emissions from the Project would be below the thresholds, and no significant air quality impacts would result to sensitive receptors.

TABLE 4
LOCALIZED SIGNIFICANCE THRESHOLDS –
UNMITIGATED CONSTRUCTION EMISSIONS

Year	Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
Maximum Daily On Site Emissions	15	13	3	2
SCAQMD Localized Significance Threshold[a]	**92**	**647**	**4**	**3**
Exceed threshold?	**No**	**No**	**No**	**No**

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

[a] Data is for SCAQMD Source Receptor Area 18, North Orange County Coastal, 25-meter distance, 1 acre.

Source: SCAQMD 2023 (thresholds); Attachment A for CalEEMod model outputs.

Based on the generation of 94 daily trips and emissions from stationary sources (e.g., heating, ventilation, and air conditioning (HVAC) systems, consumer products), estimated peak daily operational emissions would also be below regional SCAQMD significance thresholds, as shown in Table 5, Peak Daily Operational Emissions.

TABLE 5
PEAK DAILY OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)*					
	VOC	NOx	CO	SOx	PM10	PM2.5
Mobile sources	<1	<1	3	<1	1	<1
Area sources	1	<1	1	<1	<1	<1
Energy sources	<1	<1	<1	<1	<1	<1
Total Operational Emissions*	**1**	**1**	**3**	**<1**	**1**	**<1**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

* Some totals do not add due to rounding.

Source: SCAQMD 2023 (thresholds); see Attachment A for CalEEMod model outputs.

Moreover, as shown in Table 6, Localized Significance Threshold Operational Emissions, below, ongoing operations of the Project would not exceed the local NOx, CO, PM10, and PM2.5 thresholds of significance.

TABLE 6
LOCALIZED SIGNIFICANCE THRESHOLD OPERATIONAL EMISSIONS

On-Site Emission Source	Pollutant Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
Area Sources	<1	1	<1	<1
Energy Sources	<1	<1	<1	<1
Mobile Sources	<1	<1	<1	<1
Project's total maximum daily on-site emissions	**<1**	**1**	**<1**	**<1**
SCAQMD Localized Significance Threshold[b]	**92**	**647**	**1**	**1**
Exceeds Threshold?	**No**	**No**	**No**	**No**

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

[a] Onsite vehicle emissions based on 5% of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the Project site.

[b] SCAQMD Source Receptor Area 18, Central Orange County, 25-meter distance, 1 acre.

Source: SCAQMD 2023 (thresholds); see Attachment A for CalEEMod model outputs.

As such, implementation of the Project would not violate any air quality standards or contribute to an existing or projected air quality violation. Nor would the Project contribute to a cumulatively considerable air quality impact or expose sensitive receptors to substantial pollutant concentrations. As such, air quality impacts would be less than significant.

In terms of Greenhouse Gases, the proposed Project is an in-fill development, which is a key priority of the Southern California Association of Governments (SCAG), whose goal is to implement land use policies that encourage more density and redevelopment of underutilized urban parcels. In-fill development is seen as an important tool for reducing Vehicle Miles Travelled (VMT) and consequently reducing the associated air and GHG emissions. In-fill development reduces VMT by using existing undeveloped or underutilized properties located in established urban areas. By reducing VMT, the Project would contribute to a region-wide reduction in GHG emissions.

3.3.2 Biological Resources

The Project site is developed and is occupied by active oil and gas extraction activities. The Project site is situated in an urban environment and is surrounded by residential and commercial uses to the north, east, and west. In addition, the site has been disturbed since the 1920's. Ground cover onsite consists of hardscape surfaces (asphalt and concrete) along with dirt and woodchips. Vegetation present onsite consists of ornamental species commonly found in an urban environment, species that are not likely to offer habitat for endangered, rare or threatened wildlife species. . The site lacks native vegetation, habitat, and any source of water, and according to a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper, the Project site it does not contain any wetlands or riparian habitat (USFWS 2024). Thus, the Project site does not contain any habitat suitable for special status plant and animal species. The closest

habitat area to the Project site is the beach located immediately south along the south side of Pacific Coast Highway. The beach is classified as Estuarine and Marine Wetland Habitat. Project construction would occur within the boundaries of the Project site and would not extend beyond the designated area. Therefore, Project construction is not anticipated to interfere with any species living or foraging on the nearby beach.

3.3.3 Cultural and Tribal Cultural Resources

As described previously, the Project site is currently developed and is in a fully developed urban area. The site has been extensively disturbed since the 1920's, and excavation, boring, and drilling activities have all occurred within Project site. Given the disturbed nature of the Project site, no impacts to archeological, paleontological, or tribal cultural resources are expected to occur with the implementation of the proposed Project.

3.3.4 Energy

For energy, the Project would comply with the 2022 Title 24 Energy Code and CALGreen Code requirements, and Project construction would comply with Title 13, Sections 2480 and 2485 of the California Code of Regulations. Compliance with these regulations would ensure the Project's implementation does not result in wasteful, inefficient, or unnecessary consumption of energy. The Project's construction would consume approximately 1,699 gallons of gasoline and 7,284 gallons of diesel, while the Project's occupation would result in the consumption of approximately 296,366 gallons of gasoline; 26,799 gallons of diesel; 68,951 kilowatts of electricity; and 383,353 kBTU of natural gas annually. Energy resources are discussed in the City of Huntington Beach General Plan's Environmental Resources and Conservation Element. Table ERC-6 of the aforementioned Element provides a City-wide energy use forecast through the year 2040. Based on the data presented in Table ERC-6, the Project's operational electricity consumption would represent less than one percent of the City's total residential electricity use through the year 2040 (approximately 494,662,470 kilowatt hours of electricity). Furthermore, the Project's operational natural gas consumption would represent less than one percent of the City's total residential natural gas use through the year 2040 (31,796,430 therms).

3.3.5 Geotechnical

The City of Huntington Beach is in a seismically active region. Earthquakes from several active and potentially active faults in the region could affect the proposed Project. The Alquist-Priolo Earthquake Zoning Act was passed in 1972 as a response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Project site is not located on an earthquake fault zone (CGS 2024). In addition, according to the California Geological Survey, the Project site is not located within a landslide or liquefaction zone (CGS 2024). The closest fault to the Project site is a segment of the North Branch Fault, part of the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 1.24 miles northeast of the Project site. The potential impacts from fault ruptures are considered no greater for the Project site than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The potential effects from fault and surface ruptures would be minimized by adhering to the design recommendations identified by Project engineers.

The Project would also comply with all recommendations and requirements outlined in the 2022 California Building Code (CBC) (ICC 2022).

In accordance with Municipal Code Section 17.05.150, a detailed soils engineering and engineering geology report would be prepared by a registered engineer for grading projects. This report would contain site specific geotechnical recommendations that would ensure onsite conditions are optimized to support new residential development.

3.3.6 Water Quality

The Project's implementation would result in the alteration of site's ground cover and drainage characteristics. This change to ground cover and drainage characteristics would not result in significant impacts as the Project Applicant would be required to adhere to Chapters 14.25, 14.48, 17.05 of the City's Municipal Code and Chapter 230 of the City's Zoning Code. Project construction has the potential to result in a degradation of water quality or a discharge of runoff offsite. Adherence to Chapter 17.05, which requires the installation of permanent and semi-permanent erosion control measures, as well as compliance with applicable water quality requirements and storm water permits, would minimize impacts generated during construction. The Project Applicant would be required to submit grading plans and erosion control plans for review and approval by the City, prior to commencement of grading activities.

Operational impacts are anticipated to be less than significant as the Project Applicant would be required to prepare a Water Quality Management Plan (WQMP) pursuant to Chapter 230 of the Zoning Code. The WQMP would contain various Best Management Practices (BMPs) that would filter out contaminants of concern and would either impound runoff onsite or convey runoff offsite into municipal storm drains. Adherence to the abovementioned municipal and zoning code sections would ensure impacts remain at levels that are less than significant.

3.3.7 Noise

Environmental Setting

Psomas conducted ambient noise monitoring at three locations representing the adjoining sensitive land uses around the Project site on October 30, 2024. Two sets of short-term (approximately 20 minutes each) noise level measurements were conducted at each measurement location using a Lason Davis Laboratories Model 831 (LD 831) sound level meter (SLM). The measurement microphone was placed approximately five feet above the ground and equipped with a windscreen. The SLM was set to "A"-weighted decibel reading and a time response of "slow."

The meteorological conditions were documented at the time of the noise monitoring. Overall, the sky was clear and sunny at the time of the noise monitoring, temperatures ranged from 68 to 70 degrees Fahrenheit (^{0}F), with relative humidity measured at 53 percent. There was a light breeze with wind speeds varying from 8 to 10 miles per hour. Table 7, Existing Measured Noise Levels at the Project Site, summarizes the results of the noise monitoring.

TABLE 7
EXISTING MEASURED NOISE LEVELS AT THE PROJECT SITE

Noise Monitoring Location Description	Primary Nosie Sources	Measurement Star/End Time	Measured Noise Levels (dBA)		
			L_{eq}	L_{min}	L_{max}
North of Project site (intersection of Maritime Lane and the public alley).	Traffic, aircraft, ambient, wind	Start: 4:33 PM End: 4:53 PM	54.9	50.5	62.6
		Start: 5:42 PM End: 6:02 PM	56.0	49.8	70.4
East of Project site: East side of 18th Street.	Aircraft, ambient, distant construction/industrial, traffic, pedestrians speaking, wind	Start: 4:10 PM End: 4:25 PM	58.3	49.8	70.4
		Start: 6:06 PM End: 6:26 PM	61.3	51.6	80.1
West of Project site: West side of 19th Street.	Traffic, aircraft, ambient, wind	Start: 4:59 PM End: 5:19 PM	57.5	50.4	68.8
		Start: 5:20 PM End: 5:40 PM	63.0	50.3	84.4

dBA: A-weighted decibels
L_{eq}: average measured noise level
L_{min}: minimum measured noise level
L_{max}: maximum measured noise level
Source: Psomas; noise data in Attachment B.

As shown in Table 8, existing measured L_{eq} ranged from 54.9 to 63.0 dBA, with the highest noise levels recorded east and west of the Project site with clear lines of sight to PCH. The predominant source of noise around the Project site is traffic travelling along PCH. Other sources of noise during the measurements included distant aircraft overflights, distant industrial/construction activities, wind, and pedestrians talking.

Construction Noise

The development of the proposed Project would entail construction, which includes noise generated from grading/excavation; building construction; paving, and the application of architectural coatings. The analysis of construction noise involved the modeling of average and highest construction noise levels using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1, which allows for quantification of noise levels emanating from individual machinery. Average noise levels represent the noise levels that would typically occur during construction and were calculated using the distance between the closest noise sensitive uses/receptors and the center of the Project site. The degree to which noise-sensitive receptors are affected by noise from construction activities depends heavily on their proximity. Noise levels are evaluated at neighboring noise sensitive land uses based on an 80 dBA L_{eq} threshold allowed for construction established by the City. Estimated noise levels attributable to

construction of the proposed Project are shown in Table 8, Average Construction Noise Levels at Noise-Sensitive Land Uses, and calculations are included in Attachment B, Noise and Vibration Data.

TABLE 8
AVERAGE CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE LAND USES

Construction Phase	North – Residential (100 ft)		East – Residential (225 ft)		West – Residential (200 ft)	
	Project Hourly L_{eq}* (dBA)	Exceeds Daytime Hourly L_{eq} Limit of 80 dBA?**	Project Hourly L_{eq}* (dBA)	Exceeds Daytime Hourly L_{eq} Limit of 80 dBA?**	Project L_{eq}* (dBA)	Exceeds Daytime Hourly L_{eq} Limit of 80 dBA?**
Grading/Excavation	77	No	70	No	71	No
Building Construction	76	No	69	No	70	No
Paving	68	No	61	No	62	No
Architectural Coatings	68	No	61	No	62	No

Hourly L_{eq} (dBA): average noise energy level in A-weighted decibels in a one-hour period

* Based on calculated L_{eq} at distances from center of Project site.

**Daytime limits are applicable between 7:00 AM and 7:00 PM, Monday through Saturday, and exclude any time on Sunday or a Federal holiday.

Note: Noise levels from construction activities do not consider attenuation provided by intervening structures.

Source (construction equipment noise levels): RCNM. Noise and Vibration Data in Attachment B.

Typical average hourly noise levels (L_{eq}) from Project-related construction activities would be 61 to 77 dBA at the nearest off-site receptors. It should be noted that the construction noise calculations conservatively assume simultaneous operation of all equipment during each construction phase. Relative to existing ambient noise levels around the Project site, the Project construction would result in increases of 4 to 13 dBA in average hourly noise levels at areas west of the Project site, increases of 3 to 12 dBA in average hourly noise levels east of the Project site, and increases of 12 to 22 dBA in average hourly noise levels north of the Project site. Therefore, average Project construction noise level increases would be clearly noticeable at noise-sensitive areas north, west, and south of the Project site. Nevertheless, noise levels are anticipated to be below the City's 80 dBA L_{eq} construction noise threshold. As a result, impacts related to construction noise are anticipated to be less than significant if the Project applicant obtains a building permit from the City and Project construction does not take place between the hours of 7:00 p.m. and 7:00 a.m., Monday through Saturday, or at any time on Sunday or a Federal holiday.

Highest construction noise levels (L_{max}) represent the highest possible noise levels that would occur during Project construction and were calculated using the distance between the closest noise sensitive use/receptor and the closest point of the Project site. Highest noise levels would occur only intermittently because construction equipment would move around the Project Site and would be located at the Project site boundaries for short periods of time. As depicted in the modeling,

highest noise levels at exterior areas of adjacent sensitive uses from construction activities are anticipated to range from 69 to 91 dBA.

Construction Vibration

There are no applicable City standards for vibration-induced structural damage from vibration generated during construction. Nevertheless, the Caltrans vibration damage potential guideline thresholds were used to determine the significance of Project related construction vibration. Construction induced vibration was modeled using data and methodology published by the Federal Transit Administration (FTA). The assessment of vibration induced damage was performed by assuming that equipment would be operating at the property lines closest to the nearest residential buildings.

Vibration generated during the Project construction would be minimal and limited to the duration of the construction phase. In addition, the Project would not require the use of unusual equipment or would require any pile driving or blasting. Of the vibration inducing construction equipment identified by the FTA, only small bulldozers would be used onsite. Table 9, Project Construction Vibration Damage Assessment, shows the estimated groundborne vibration levels in terms of peak particle velocity (PPV) during Project construction compared to the applicable building damage threshold. As shown in the Table, Project construction would not result in vibration levels that would exceed the building damage threshold applicable to the surrounding nearby structures.

TABLE 9
PROJECT CONSTRUCTION VIBRATION DAMAGE ASSESSMENT

Equipment	Vibration Levels (PPV in/sec)		
	Residential Uses to the North of the Project Site	**Residential Uses to the East of the Project Site**	**Residential Uses to the West of the Project Site**
	(PPV @ 20 ft)	(PPV @ 80 ft)	(PPV @ 110 ft)
Small Bulldozer	0.004	0.001	0.0003
Building Damage Criteria	**0.3**	**0.3**	**0.3**
Exceeds Building Damage Criteria?	**No**	**No**	**No**

PPV: peak particle velocity; in/sec: inches per second; ft: feet
Note: Calculations can be found in Attachment B, Noise and Vibration Data.
Source: FTA 2018

The analysis presented in Table 10, depicts vibration generated during the Project construction compared to the City's vibration threshold. As shown in the Table, levels of vibration generated from the use of a small bulldozer during Project construction would be 61 VdB at the nearest buildings, which is below the City's vibration limit of 72 VdB. As a result, potential impacts are expected to be less than significant.

TABLE 10
CONSTRUCTION VIBRATION ANNOYANCE ASSESSMENT

Equipment	Vibration Levels (VdB)		
	Residential Uses to the North of the Project Site	Residential Uses to the East of the Project Site	Residential Uses to the West of the Project Site
	(VdB @ 20 ft)	(VdB @ 80 ft)	(VdB @ 110 ft)
Small Bulldozer	61	43	39
City's Vibration Criterion	**72**	**72**	**72**
Exceeds Applicable Criterion?	**No**	**No**	**No**

VdB: vibration decibel; ft: feet
Note: Calculations can be found in Attachment B, Noise and Vibration Data.
Source: FTA 2018

Operational Noise

Operational noise sources associated with the proposed Project would include landscape maintenance equipment; vehicles travelling on local roads; HVAC and pool equipment; and trash collection. According to the proposed Project site plan, landscaping activities would generally occur at the planned private open space in the southern part of the Project site facing PCH. Noise associated with landscape maintenance would be less than significant as landscaping noise is regulated under Section 8.40.090 of the Municipal Code. As such, noise impacts from the Project landscape maintenance would be infrequent and less than significant and no mitigation is required.

Project-related traffic noise is not considered to be significant because the Project would not generate a substantial number of vehicular trips and these trips would not occur simultaneously. Furthermore, traffic generated by the Project would be composed of relatively quiet passenger vehicles. According to the Project Traffic Memorandum, the Project is expected to only add up to 94 total daily trips to local roadways in the Project area. Such nominal Project-related changes in traffic volumes would not result in any traffic noise changes at neighboring land uses.

Noise generated from future residences within the Project site would be similar to noise occurring within the adjacent existing properties. Future residents would be required to adhere to Sections 8.40.090 and 8.40.111 of the Municipal Code, which regulate operational noise.

Noise generated by HVAC units and pool equipment would generally be low, intermittent, and consistent with noise generated by similar sources at adjacent residential uses. Other Project-related noise would include noise generated during trash collection, which would only occur once a week as a part of the neighborhood trash collection and be of short duration and consistent with noise generated by trash collection at adjacent residential uses. Noise generated by all these sources would occur sparsely and attenuate due to spreading loss (the phenomenon of sound waves becoming weaker the farther they propagate from their source). As a result, long-term noise impacts from project operations would be less than significant and no mitigation is required regarding operational noise.

Operational Vibration

The proposed Project would not include any sources of operational vibration. HVAC units and swimming pool pumps would not generate any detectable vibrations. Vehicular traffic associated with the Project would be similar to the existing mix of traffic in the general Project area. Therefore, Project operational vibration impacts would be less than significant.

3.3.8 Transportation

As stated in the VMT Screening Memorandum included as Attachment C, the Project would generate an average of 94 trips per day (Institute of Transportation Engineers 2021). The City of Huntington Beach has not yet adopted local Vehicle Miles Traveled (VMT) guidelines. Nevertheless, the Governor's Office of Planning and Research (OPR) published its Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). Based on OPR's Technical Advisory, standardized screening methods for project level VMT analyses have been developed that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact thereby eliminating the need to conduct a full VMT analysis. OPR identified the following screening thresholds used to determine whether or not a project would screen out of conducting a full VMT analysis:

- *Non-Retail Project Trip Generation Screening Criteria*. Does the development project generate a net increase of 110 or more daily vehicle trips?
- *Retail Project Site Plan Screening Criteria*. Does the project contain retail uses that exceed 50,000 square feet of gross floor area?
- *Proximity to Transit Based Screening Criteria*. Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?

  If the answer to the question above is yes, then the following subsequent questions should be considered:

  - Does the project have a Floor Area Ratio 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?
- *Residential Land Use Based Screening Criteria*. Are 100 percent of the units, excluding manager's units, set aside for lower income households?

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact. As indicated previously, the Project would generate an average of 94 trips per day, which is below OPR's Non-Retail Project Trip Generation Screening Criteria threshold of 110 trip per day. As the Project meets the screening criteria under the Non-Retail Project Trip Generation Project Type Screening Threshold, the proposed Project is presumed to result in a less than significant impact for VMT. Therefore, no further VMT analysis is required. As a result, there would be a less than significant impact, and no mitigation measures are required.

3.3.9 Utilities and Public Services

Using the City's population generation factor of 2.913 persons per unit (adopted pursuant to City Council Resolution No. 2012-66), the Project with 10 units would directly generate approximately 30 (29.13) residents. With the nominal increase in population, the proposed Project would be adequately served by wet and dry utilities (i.e., water, wastewater, solid waste, electricity, natural gas, and telecommunications) and public services (i.e., fire protection, police protection, schools, parks and recreation, and libraries). It is noted that some of these utilities may not be provided to the Project site due to the nature of existing use. However, the area in general and adjacent development in particular have been and are served by these services. Therefore, no impact pertaining to provision of these services to the proposed development is anticipated.

Furthermore, in light of the existing capacity, the increase in demand for utilities and services associated with 30 new residents is not such that would impact capacity of existing systems resulting in expansion of existing or construction of new facilities and the need to hire additional personnel.

Additionally, it is noted that the Project Applicant is required to pay all pertinent development impact fees that would address the increased demand on utilities and public services associated with implementation of the proposed Project.

3.4 Scenic Highways

d) 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.

The Project would not result in damage to scenic resources. According to the California Department of Transportation (Caltrans), none of the adjacent streets (Pacific Coast Highway, 18th and 19th Streets) are officially designated State scenic highways, though the segment of Pacific Coast Highway (PCH) that extends along the Project site's southwestern boundary is listed as Eligible (Caltrans 2024). Existing views of the Project site to passing motorists and pedestrians are obstructed by the existing concrete masonry block wall and would continue to remain obstructed during construction and upon completion of the Project by concrete masonry block walls installed along the northern portion of the landscape setback.

The Project site is currently developed and has been disturbed since the 1920's. Active oil and gas extraction is occurring onsite. The majority of the site is paved over, with residual ground cover consisting of dirt and woodchips. Ornamental landscaping is present along the southern portion of the Project site. But there is no trees and rock outcroppings on the site, such that would be damaged by the proposed Project. Lastly, none of the structures present on-site are listed in the State or National historic Register. It is important to note that construction equipment would be screened from view due to the presence of the concrete masonry block wall along the Project site boundaries. As a result, less than significant impacts to scenic highways would occur.

3.5 Hazardous Waste Site

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.

Government Code section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List, or list of Hazardous Waste and Substances Sites. The Cortese List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites relative to the Project site.

The Cortese List in its current form consists of several databases. A search through the databases indicated that the Project site is not on a list of hazardous materials sites compiled pursuant to Section 65962.5 of the Cortese list (CalEPA 2024, SWRCB 2024).

3.6 Historical Resources

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.

Based on review of the City of Huntington Beach Historic Context and Survey Report, the City's General Plan, and the California Historical Resources Information System's (CHRIS) Built Environment Resource Directory (BERD), the Project site is not identified as listed or eligible historic resource (City of Huntington Beach 2014, City of Huntington Beach 2015, OHP 2024). As such no impacts are anticipated.

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Regional Location

Exhibit 1

Pacific Coast Residential Subdivision

N W E S

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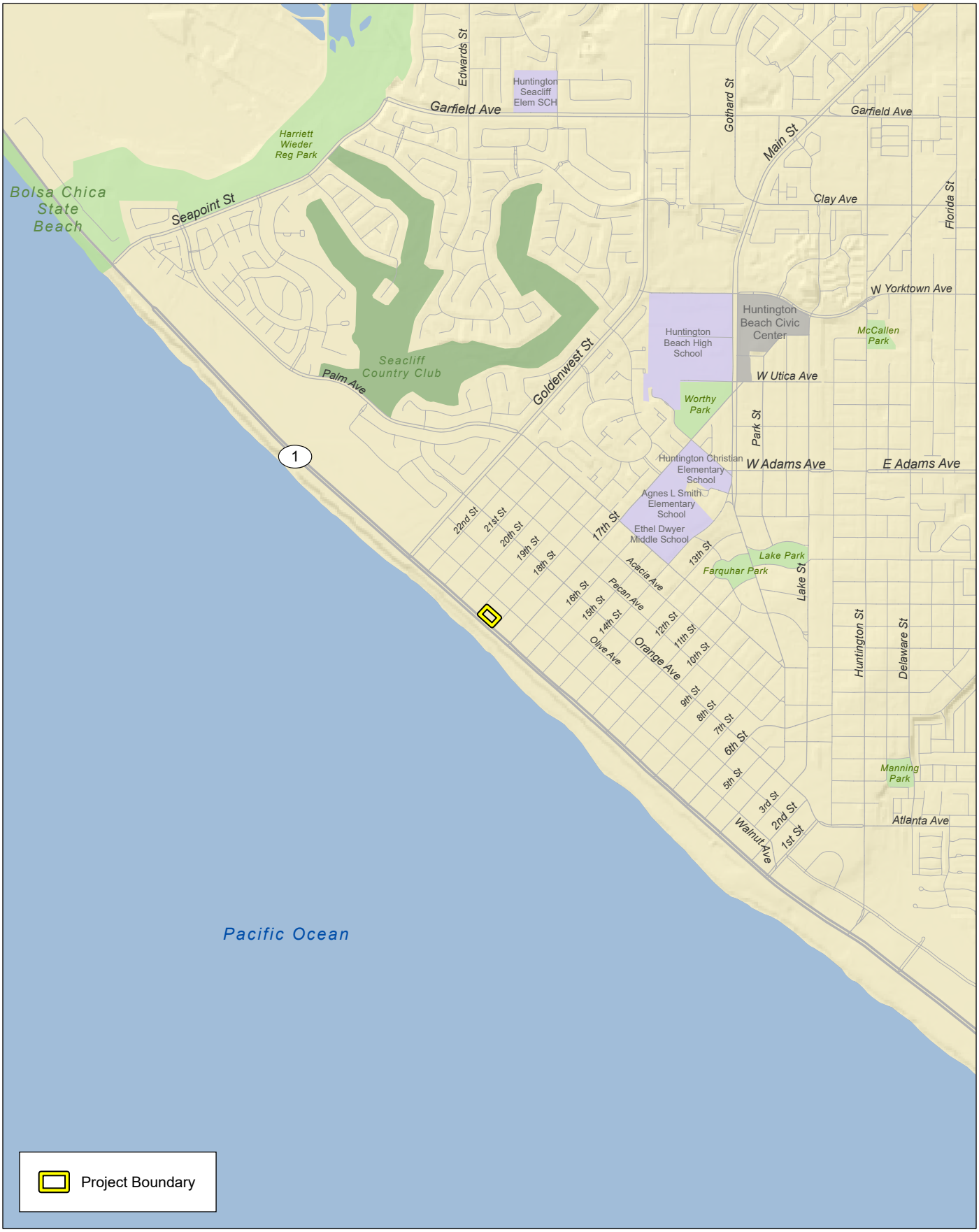

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Local Vicinity

Exhibit 2

Pacific Coast Residential Subdivision

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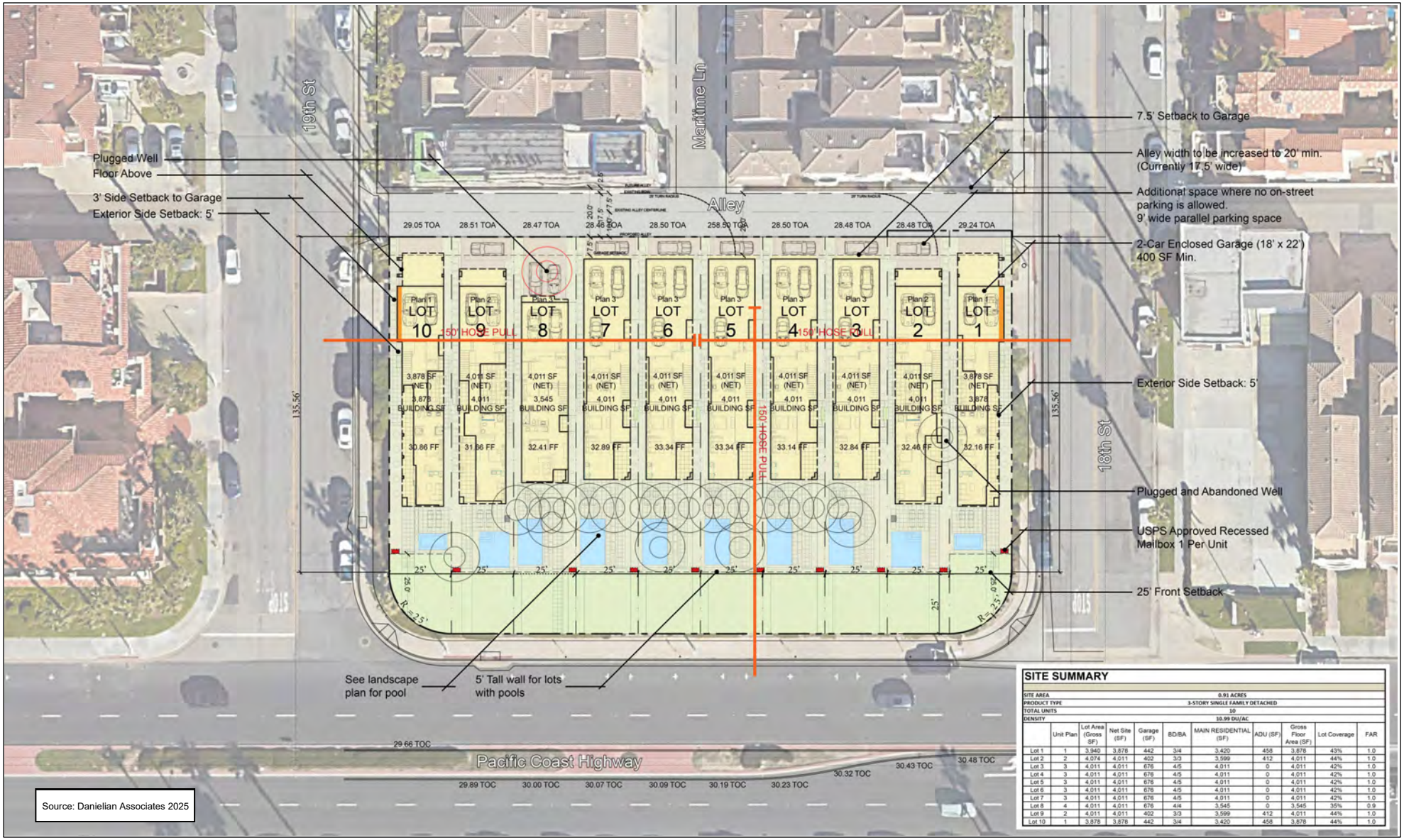

SITE SUMMARY

SITE AREA	0.91 ACRES
PRODUCT TYPE	3-STORY SINGLE FAMILY DETACHED
TOTAL UNITS	10
DENSITY	10.99 DU/AC

	Unit Plan	Lot Area (Gross SF)	Net Site (SF)	Garage (SF)	BD/BA	MAIN RESIDENTIAL (SF)	ADU (SF)	Gross Floor Area (SF)	Lot Coverage	FAR
Lot 1	1	3,940	3,878	442	3/4	3,420	458	3,878	43%	1.0
Lot 2	2	4,074	4,011	402	3/3	3,599	412	4,011	44%	1.0
Lot 3	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 4	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 5	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 6	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 7	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 8	4	4,011	4,011	676	4/4	3,545	0	3,545	35%	0.9
Lot 9	2	4,011	4,011	402	3/3	3,599	412	4,011	44%	1.0
Lot 10	1	3,878	3,878	442	3/4	3,420	458	3,878	44%	1.0

Source: Danielian Associates 2025

Site Plan

Exhibit 3

Pacific Coast Residential Subdivision

0 25 50 Feet

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ATTACHMENT A

CALEEMOD OUTPUTS

PCH Subdivision Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	PCH Subdivision
Construction Start Date	3/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	19.2
Location	1810 Pacific Coast Hwy, Huntington Beach, CA 92648, USA
County	Orange
City	Huntington Beach
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5853
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	10.0	Dwelling Unit	0.92	39,840	5,756	—	30.0	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.9	15.6	14.0	0.02	0.65	2.75	3.41	0.60	1.36	1.96	2,762
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.67	15.6	13.9	0.02	0.65	2.75	3.41	0.60	1.36	1.96	2,754
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.91	4.50	4.75	0.01	0.20	0.51	0.71	0.18	0.25	0.43	831
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.17	0.82	0.87	< 0.005	0.04	0.09	0.13	0.03	0.05	0.08	138

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.68	15.6	14.0	0.02	0.65	2.75	3.41	0.60	1.36	1.96	2,762
2026	11.9	4.72	6.57	0.01	0.20	0.07	0.26	0.18	0.02	0.20	956
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

2025	1.67	15.6	13.9	0.02	0.65	2.75	3.41	0.60	1.36	1.96	2,754
2026	0.45	3.87	5.37	0.01	0.18	0.06	0.23	0.16	0.01	0.18	810
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.50	4.50	4.75	0.01	0.20	0.51	0.71	0.18	0.25	0.43	831
2026	0.91	1.95	2.74	< 0.005	0.09	0.03	0.12	0.08	0.01	0.09	412
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.09	0.82	0.87	< 0.005	0.04	0.09	0.13	0.03	0.05	0.08	138
2026	0.17	0.36	0.50	< 0.005	0.02	0.01	0.02	0.01	< 0.005	0.02	68.2

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.30	0.66	3.34	0.01	0.04	0.64	0.68	0.04	0.16	0.20	1,369
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.24	0.67	2.59	0.01	0.04	0.64	0.68	0.04	0.16	0.20	1,339
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.25	0.36	2.85	0.01	0.01	0.62	0.63	0.01	0.16	0.17	941
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.07	0.52	< 0.005	< 0.005	0.11	0.12	< 0.005	0.03	0.03	156

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.30	0.22	2.59	0.01	< 0.005	0.64	0.64	< 0.005	0.16	0.17	699
Area	0.99	0.34	0.71	< 0.005	0.03	—	0.03	0.03	—	0.03	423
Energy	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	224
Water	—	—	—	—	—	—	—	—	—	—	7.53
Waste	—	—	—	—	—	—	—	—	—	—	15.0
Refrig.	—	—	—	—	—	—	—	—	—	—	0.29
Total	1.30	0.66	3.34	0.01	0.04	0.64	0.68	0.04	0.16	0.20	1,369
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.30	0.24	2.41	0.01	< 0.005	0.64	0.64	< 0.005	0.16	0.17	671
Area	0.94	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	422
Energy	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	224
Water	—	—	—	—	—	—	—	—	—	—	7.53
Waste	—	—	—	—	—	—	—	—	—	—	15.0
Refrig.	—	—	—	—	—	—	—	—	—	—	0.29
Total	1.24	0.67	2.59	0.01	0.04	0.64	0.68	0.04	0.16	0.20	1,339
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.24	2.41	0.01	< 0.005	0.62	0.62	< 0.005	0.16	0.16	664
Area	0.96	0.03	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	29.9
Energy	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	224
Water	—	—	—	—	—	—	—	—	—	—	7.53
Waste	—	—	—	—	—	—	—	—	—	—	15.0
Refrig.	—	—	—	—	—	—	—	—	—	—	0.29
Total	1.25	0.36	2.85	0.01	0.01	0.62	0.63	0.01	0.16	0.17	941
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.05	0.04	0.44	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	110
Area	0.17	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.95
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	37.1
Water	—	—	—	—	—	—	—	—	—	—	1.25

Waste	—	—	—	—	—	—	—	—	—	—	2.48
Refrig.	—	—	—	—	—	—	—	—	—	—	0.05
Total	0.23	0.07	0.52	< 0.005	< 0.005	0.11	0.12	< 0.005	0.03	0.03	156

3. Construction Emissions Details

3.1. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.63	15.3	13.3	0.02	0.65	—	0.65	0.60	—	0.60	2,358
Dust From Material Movement	—	—	—	—	—	2.56	2.56	—	1.31	1.31	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.63	15.3	13.3	0.02	0.65	—	0.65	0.60	—	0.60	2,358
Dust From Material Movement	—	—	—	—	—	2.56	2.56	—	1.31	1.31	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.72	2.37	< 0.005	0.12	—	0.12	0.11	—	0.11	420
Dust From Material Movement	—	—	—	—	—	0.46	0.46	—	0.23	0.23	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.50	0.43	< 0.005	0.02	—	0.02	0.02	—	0.02	69.5
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.56	0.00	0.00	0.13	0.13	0.00	0.03	0.03	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.31	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	269
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.48	0.00	0.00	0.13	0.13	0.00	0.03	0.03	128
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	268
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	23.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	47.8
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	7.92

3.3. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.04	5.21	0.01	0.20	—	0.20	0.18	—	0.18	730
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.04	5.21	0.01	0.20	—	0.20	0.18	—	0.18	730
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.69	2.18	< 0.005	0.08	—	0.08	0.08	—	0.08	306
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.31	0.40	< 0.005	0.02	—	0.02	0.01	—	0.01	50.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	48.5
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	35.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.05	0.05	0.00	0.01	0.01	46.0
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	35.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	19.6
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	14.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.24
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.47
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	3.82	5.19	0.01	0.18	—	0.18	0.16	—	0.16	730
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	3.82	5.19	0.01	0.18	—	0.18	0.16	—	0.16	730
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	1.82	2.47	< 0.005	0.08	—	0.08	0.08	—	0.08	347
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.33	0.45	< 0.005	0.02	—	0.02	0.01	—	0.01	57.4

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.19	0.00	0.00	0.05	0.05	0.00	0.01	0.01	47.6
Vendor	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	35.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.05	0.05	0.00	0.01	0.01	45.1
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	35.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	0.01	0.01	21.8
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	16.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.61
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.76
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	1.02	1.68	< 0.005	0.04	—	0.04	0.04	—	0.04	262

Paving	0.00	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	15.8
Paving	0.00	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.61
Paving	0.00	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	33.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.32
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	11.3	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.07
Architectural Coatings	0.68	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.34
Architectural Coatings	0.12	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.51
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.30	0.22	2.59	0.01	< 0.005	0.64	0.64	< 0.005	0.16	0.17	699
Total	0.30	0.22	2.59	0.01	< 0.005	0.64	0.64	< 0.005	0.16	0.17	699
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.30	0.24	2.41	0.01	< 0.005	0.64	0.64	< 0.005	0.16	0.17	671
Total	0.30	0.24	2.41	0.01	< 0.005	0.64	0.64	< 0.005	0.16	0.17	671
Annual	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.05	0.04	0.44	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	110

Total	0.05	0.04	0.44	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	110

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	101
Total	—	—	—	—	—	—	—	—	—	—	101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	101
Total	—	—	—	—	—	—	—	—	—	—	101
Annual	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	16.7
Total	—	—	—	—	—	—	—	—	—	—	16.7

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	123
Total	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	123

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	123
Total	0.01	0.10	0.04	< 0.005	0.01	—	0.01	0.01	—	0.01	123
Annual	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.4
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	20.4

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	422
Consumer Products	0.85	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.07	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	0.01	0.57	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.52
Total	0.99	0.34	0.71	< 0.005	0.03	—	0.03	0.03	—	0.03	423
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.02	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	422
Consumer Products	0.85	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.07	—	—	—	—	—	—	—	—	—	—

Total	0.94	0.33	0.14	< 0.005	0.03	—	0.03	0.03	—	0.03	422
Annual	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.78
Consumer Products	0.16	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.17
Total	0.17	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.95

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	7.53
Total	—	—	—	—	—	—	—	—	—	—	7.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	7.53
Total	—	—	—	—	—	—	—	—	—	—	7.53
Annual	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	1.25
Total	—	—	—	—	—	—	—	—	—	—	1.25

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	15.0
Total	—	—	—	—	—	—	—	—	—	—	15.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	15.0
Total	—	—	—	—	—	—	—	—	—	—	15.0
Annual	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	2.48
Total	—	—	—	—	—	—	—	—	—	—	2.48

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	0.29

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	0.29
Annual	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.05
Total	—	—	—	—	—	—	—	—	—	—	0.05

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—

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

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—

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

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Grading	Grading	3/1/2025	5/31/2025	5.00	65.0	—
Building Construction	Building Construction	6/1/2025	8/31/2026	5.00	326	—
Paving	Paving	9/1/2026	9/30/2026	5.00	22.0	—
Architectural Coating	Architectural Coating	6/1/2026	6/30/2026	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Rubber Tired Dozers	Diesel	Average	2.00	6.00	367	0.40
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Building Construction	Other Construction Equipment	Diesel	Average	1.00	8.00	82.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	7.00	89.0	0.36
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	3.66	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	3.60	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.07	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	2.50	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.72	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	80,676	26,892	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	1,285	612	48.8	0.00	—
Paving	0.00	0.00	0.00	0.00	0.11

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	0.11	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	94.4	95.4	85.5	34,044	895	904	810	322,667

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0

Gas Fireplaces	20
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
80676	26,892	0.00	0.00	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	68,951	532	0.0330	0.0040	383,353

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	375,257	91,178

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	7.96	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

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

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	8.34	annual days of extreme heat
Extreme Precipitation	3.45	annual days with precipitation above 20 mm

Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

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

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

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	32.1
AQ-PM	58.9
AQ-DPM	27.9
Drinking Water	36.2
Lead Risk Housing	17.8
Pesticides	40.1
Toxic Releases	86.5
Traffic	33.7
Effect Indicators	—

CleanUp Sites	37.6
Groundwater	0.00
Haz Waste Facilities/Generators	1.80
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	29.1
Cardio-vascular	39.6
Low Birth Weights	23.1
Socioeconomic Factor Indicators	—
Education	5.86
Housing	65.6
Linguistic	22.9
Poverty	30.0
Unemployment	0.00

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	64.04465546
Employed	70.51199795
Median HI	73.38637239
Education	—
Bachelor's or higher	77.04350058
High school enrollment	100
Preschool enrollment	8.417810856
Transportation	—

Auto Access	36.01950468
Active commuting	48.41524445
Social	—
2-parent households	93.50699346
Voting	20.47991788
Neighborhood	—
Alcohol availability	20.65956628
Park access	81.35506224
Retail density	29.30835365
Supermarket access	19.68433209
Tree canopy	7.519568844
Housing	—
Homeownership	29.34684974
Housing habitability	41.26780444
Low-inc homeowner severe housing cost burden	32.11856795
Low-inc renter severe housing cost burden	50.55819325
Uncrowded housing	67.80443988
Health Outcomes	—
Insured adults	64.90440139
Arthritis	86.8
Asthma ER Admissions	80.3
High Blood Pressure	92.0
Cancer (excluding skin)	45.0
Asthma	61.7
Coronary Heart Disease	87.2
Chronic Obstructive Pulmonary Disease	79.3
Diagnosed Diabetes	95.3
Life Expectancy at Birth	74.3

Cognitively Disabled	80.8
Physically Disabled	89.8
Heart Attack ER Admissions	66.1
Mental Health Not Good	69.9
Chronic Kidney Disease	93.4
Obesity	78.7
Pedestrian Injuries	19.6
Physical Health Not Good	87.1
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	1.3
Current Smoker	61.3
No Leisure Time for Physical Activity	89.8
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	94.8
Children	58.1
Elderly	69.3
English Speaking	84.4
Foreign-born	13.8
Outdoor Workers	58.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	10.8
Traffic Density	27.1
Traffic Access	23.0
Other Indices	—
Hardship	8.2
Other Decision Support	—

2016 Voting	69.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	15.0
Healthy Places Index Score for Project Location (b)	60.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Lot acreage adjusted to reflect size of Project site. Building square footage increased from defaults to represent actual building Sf. Landscaping adjusted based on site plan.
Construction: Construction Phases	Construction schedule provided by the Applicant in consultation with Project contractor.
Construction: Off-Road Equipment	List of equipment is provided by Project Applicant.
Operations: Hearths	2 gas fireplaces per unit will be provided

Energy Use Summary

Construction Phase (gallons/construction period	Gasoline	Diesel
Construction Vehicles	0	6,502
Worker Trips	1,533	4
Vendor Trips	166	2
Haul Trucks	1	777
Total	**1,699**	**7,284**

Operations Phase (gallons/year)		Gasoline	Diesel	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
Single Family Housing		296,366	26,799	383,353	68,951
Parking Lot		0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
All Land Uses		**296,366**	**26,799**	**383,353**	**68,951**

Operations Onroad Energy Use

Year 2035

Vehicle Types	MPG by Fuel Type					Population by Fuel Type					
1	2	3	4	5	6	7	8	9	10	11	12
	Gasoline	Diesel	Electricity	Natural Gas	Plug-in Hybrid	Gasoline	Diesel	Electricity	Natural Gas	Plug-in Hybrid	Total
LDA	34.8	48.9	0.4	0.000	28.1	5,021,678	4,936	579,806	0	221,898	5,828,318
LDT1	29.0	28.4	0.4	0.000	27.9	444,187	4	7,366	0	5,730	457,287
LDT2	28.8	37.5	0.4	0.000	27.8	3,023,244	11,068	86,280	0	65,951	3,186,543
LHDT1	15.9	21.3	0.6	0.000	0.0	182,355	122,837	67,356	0	0	372,548
LHDT2	13.9	18.2	0.6	0.000	0.0	26,619	57,945	17,706	0	0	102,270
MCY	42.4	0.0	0.0	0.000	0.0	289,776	0	0	0	0	289,776
MDV	23.6	28.1	0.4	0.000	27.4	1,775,279	20,372	81,572	0	40,892	1,918,114
MH	4.9	10.1	0.0	0.000	0.0	22,774	13,331	0	0	0	36,105
MHDT	5.7	9.5	1.0	8.4	0.0	17,822	116,806	37,699	2,069	0	174,396
HHDT	4.9	7.1	1.8	6.6	0.0	23	118,585	16,578	12,558	0	147,743
OBUS	5.6	7.7	1.1	9.6	0.0	3,710	3,401	719	637	0	8,466
SBUS	9.3	7.8	1.2	4.4	0.0	2,894	1,823	1,339	4,079	0	10,135
UBUS	9.1	0.0	2.1	3.4	0.0	708	0	3,324	2,179	0	6,211
						10811067.6	471108.1	899744.0	21521.8	334471.5	12537913.1

Trips/Day	Trips/day	Trips/day	Trips/day	Total	VMT/day	VMT/day	VMT/day	Trip Length							
Land Use	Weekday		Saturday	Sunday	Weekly	Weekday	Saturday	Sunday							
Single Family Housing	94		95.39999962	85.50000191	652.8999805	28.047	28.344	25.402	297.10						
Parking Lot	0		0	0	0	0	0	0	-						
					0	0	0	0	-						
					0	0	0	0	-						
					0	0	0	0	-						
					0	0	0	0	-						
Total	**94**		**95**	**86**											

Fleet Mix

Land Use	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total
Single Family Housing	1%	50%	4%	23%	3%	1%	2%	14%	0%	2%	0%	0%	0%	100.0%
Parking Lot	2%	50%	4%	20%	3%	1%	2%	16%	1%	1%	0%	0%	0%	100.0%
0	2%	50%	4%	20%	3%	1%	2%	16%	1%	1%	0%	0%	0%	100.0%
0	2%	50%	4%	20%	3%	1%	2%	16%	1%	1%	0%	0%	0%	100.0%
0	2%	50%	4%	20%	3%	1%	2%	16%	1%	1%	0%	0%	0%	100.0%
0	2%	50%	4%	20%	3%	1%	2%	16%	1%	1%	0%	0%	0%	100.0%

Vehicle Trips

Weekday Trips	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total
Single Family Housing	1	47	4	22	3	1	2	14	0	1	0	0	0	94
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**47**	**4**	**22**	**3**	**1**	**2**	**14**	**0**	**1**	**0**	**0**	**0**	**94**

Saturday Trips	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total
Single Family Housing	1	47	4	22	3	1	2	14	0	1	0	0	0	95
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**47**	**4**	**22**	**3**	**1**	**2**	**14**	**0**	**1**	**0**	**0**	**0**	**95**

Sunday Trips	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total
Single Family Housing	0	43	3	20	2	1	2	12	0	1	0	0	0	86
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**43**	**3**	**20**	**2**	**1**	**2**	**12**	**0**	**1**	**0**	**0**	**0**	**86**

Gallons of Fuel

Gasoline	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total	
Single Family Housing	2	124,010	13,695	77,678	8,561	1,353	5,233	57,359	4,715	2,807	487	417	49	296,366	
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2	**124,010**	**13,695**	**77,678**	**8,561**	**1,353**	**5,233**	**57,359**	**4,715**	**2,807**	**487**	**417**	**49**	**296,366**	**Total Gallons Gasoline**

Diesel	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total	
Single Family Housing	6,402	87	0	218	4,311	2,252	0	552	1,333	11,007	323	313	0	26,799	
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6,402	**87**	**0**	**218**	**4,311**	**2,252**	**0**	**552**	**1,333**	**11,007**	**323**	**313**	**0**	**26,799**	**Total Gallons Diesel**

Electricity	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total	
Single Family Housing	3,527	1,291,992	17,086	165,391	89,697	22,265	0	160,884	0	32,004	498	1,545	1,007	1,785,896	
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3,527	**1,291,992**	**17,086**	**165,391**	**89,697**	**22,265**	**0**	**160,884**	**0**	**32,004**	**498**	**1,545**	**1,007**	**1,785,896**	**Total Electricity (kWh)**

Natural Gas	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS	Total	
Single Family Housing	732	0	0	0	0	0	0	0	0	220	48	1,243	403	2,645	
Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	732	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**48**	**1,243**	**403**	**2,645**	**Total Natural Gas**

Utilities

		NaturalGas Use	Electricity Use
Land Use		kBTU/yr	kWh/yr
Single Family Housing		383,353	68,951
Parking Lot		-	-
	0	-	-
	0	-	-
	0	-	-
	0	-	-
Total		**383,353**	**68,951**

Natural Gas Use	Electricity Use
383353.4618	68951.45089
0	

Offroad Construction Equipment Energy Use

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per	Hours Per Da	Horsepower	Load Factor	**Horsepower Category**	**Num Days**	**Year**	**Fuel Consumption Rate (gal/hour)**	**Fuel Type**	**Total Fuel Consumption (gal/construction period)**
Grading	Rubber Tired Dozers	Diesel	Average	2	6	367	0.4	300	65	2024	4.6	Diesel	1,445
Grading	Excavators	Diesel	Average	2	8	36	0.38	50	65	2024	0.8	Diesel	311
Building Construction	Forklifts	Diesel	Average	2	6	82	0.2	100	326	2024	2.0	Diesel	1,569
Building Construction	Air Compressors	Diesel	Average	1	8	37	0.48	50	326	2024	0.9	Diesel	1,094
Building Construction	Other Construction Equipment	Diesel	Average	1	8	82	0.42	100	326	2024	1.8	Diesel	1,938
Paving	Paving Equipment	Diesel	Average	1	7	89	0.36	100	22	2024	1.6	Diesel	91
Architectural Coating	Air Compressors	Diesel	Average	1	6	37	0.48	50	22	2024	0.9	Diesel	55
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								50	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								75	#N/A	2024	#N/A	#N/A	#N/A
								50	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								75	#N/A	2024	#N/A	#N/A	#N/A
								50	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
								#N/A	#N/A	2024	#N/A	#N/A	#N/A
											Total	**Gasoline**	**-**
											Total	**Diesel**	**6,502**
													6,502

Onroad Construction Energy Use

Year 2024

Vehicle Types	MPG by Fuel Type					Population by Fuel Type					
	Gasoline	Diesel	Electricity	Natural Gas	Plug-in Hybrid	Gasoline	Diesel	Electricity	Natural Gas	Plug-in Hybrid	Total
LDA	29.3	41.2	0.4	0.000	28.2	5,451,205	15,009	284,963	0	152,679	5,903,856
LDT1	24.4	23.4	0.4	0.000	28.0	505,255	186	1,243	0	739	507,423
LDT2	23.9	31.9	0.4	0.000	27.9	2,551,917	8,409	16,572	0	21,729	2,598,626
LHDT1	13.6	20.5	0.6	0.000	0.0	205,772	107,344	793	0	0	313,909
LHDT2	11.9	17.3	0.6	0.000	0.0	32,210	47,494	205	0	0	79,909
MCY	41.5	0.0	0.0	0.000	0.0	248,270	0	0	0	0	248,270
MDV	19.5	23.7	0.4	0.000	27.6	1,622,854	20,420	18,088	0	13,081	1,674,443
MH	4.9	10.1	0.0	0.000	0.0	30,227	12,282	0	0	0	42,510
MHDT	5.2	8.9	1.0	8.3	0.0	25,496	117,140	365	1,526	0	144,526
HHDT	4.0	6.1	1.8	6.0	0.0	66	101,735	317	10,386	0	112,504
OBUS	5.1	7.0	1.1	8.8	0.0	5,427	3,049	12	487	0	8,975
SBUS	8.9	7.3	1.2	4.2	0.0	2,859	3,436	23	3,247	0	9,564
UBUS	7.0	6.6	2.1	3.2	0.0	894	14	132	5,035	0	6,076
						10,682,454	436,518	322,712	20,681	188,228	11,650,593

Daily Trips							**Gasoline Consumption**			**Diesel Consumption**		
Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker	Vendor	Haul	Worker	Vendor	Haul
Demolition	0	0	0	0	0	0						
Site Preparation	0	0	0	0	0	0						
Grading	10	0	4	18.5	10.2	20						
Building Construction	4	1	0	18.5	10.2	20						
Paving	3	0	0	18.5	10.2	20						
	0	0	0	0	0	0						
	0	0	0	0	0	0						
	0	0	0	0	0	0						
	0	0	0	0	0	0						
	0	0	0	0	0	0						
	0	0	0	0	0	0						
Total Trips												
Demolition	0	0	0	0	0	0	0	0	0	0	0	0
Site Preparation	0	0	0	0	0	0	0	0	0	0	0	0
Grading	650	0	260	18.5	10.2	20	493	0	1	1	0	777
Building Construction	1304	326	0	18.5	10.2	20	990	166	0	2	2	0
Paving	66	0	0	18.5	10.2	20	50	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
Total							**1,533**	**166**	**1**	**4**	**2**	**777**

ATTACHMENT B

NOISE AND VIBRATION CALCULATIONS

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the north	Residential	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	20	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		85.6	81.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	85.6	81.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	80	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		73.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	73.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	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 east	Residential	58.3	58.3	58.3

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Compressor (air)	No	40		77.7	90	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		72.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	72.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the north	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	100	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	71.6	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.6	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	200	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	65.2	62.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.2	62.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the east	Residential	58.3	58.3	58.3

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64.2	61.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	64.2	61.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the north	Residential	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Pneumatic Tools	No	50		85.2	20	0
Man Lift	No	20		74.7	20	0
Man Lift	No	20		74.7	20	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	93.1	90.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	82.7	75.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	82.7	75.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	93.1	90.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Pneumatic Tools	No	50		85.2	80	0
Man Lift	No	20		74.7	80	0
Man Lift	No	20		74.7	80	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	81.1	78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	70.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	70.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81.1	78.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	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 east	Residential	58.3	58.3	58.3

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Pneumatic Tools	No	50		85.2	90	0
Man Lift	No	20		74.7	90	0
Man Lift	No	20		74.7	90	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	80.1	77.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	69.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	69.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.1	77.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the north	Residential	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Pneumatic Tools	No	50		85.2	100	0
Man Lift	No	20		74.7	100	0
Man Lift	No	20		74.7	100	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	79.2	76.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	68.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	68.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.2	76.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Pneumatic Tools	No	50		85.2	200	0
Man Lift	No	20		74.7	200	0
Man Lift	No	20		74.7	200	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	73.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	62.7	55.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	62.7	55.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	73.1	70.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	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 east	Residential	58.3	58.3	58.3

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Pneumatic Tools	No	50		85.2	225	0
Man Lift	No	20		74.7	225	0
Man Lift	No	20		74.7	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	72.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	61.6	54.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	61.6	54.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	72.1	69.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the north	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	20	0
Dozer	No	40		81.7	20	0
Excavator	No	40		80.7	20	0
Excavator	No	40		80.7	20	0

Results

		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		89.6	85.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		89.6	85.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		88.7	84.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		88.7	84.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	89.6	91.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	80	0
Dozer	No	40		81.7	80	0
Excavator	No	40		80.7	80	0
Excavator	No	40		80.7	80	0

Results

		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		76.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		76.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	77.6	79.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the east	Residential	58.3	58.3	58.3

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	90	0
Dozer	No	40		81.7	90	0
Excavator	No	40		80.7	90	0
Excavator	No	40		80.7	90	0

Results

		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		76.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		76.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		75.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		75.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	76.6	78.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the north	Residential	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	100	0
Dozer	No	40		81.7	100	0
Excavator	No	40		80.7	100	0
Excavator	No	40		80.7	100	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		75.6	71.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		75.6	71.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		74.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		74.7	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	75.6	77.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	200	0
Dozer	No	40		81.7	200	0
Excavator	No	40		80.7	200	0
Excavator	No	40		80.7	200	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		69.6	65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		69.6	65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		68.7	64.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		68.7	64.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	69.6	71.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	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 east	Residential	58.3	58.3	58.3

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	225	0
Dozer	No	40		81.7	225	0
Excavator	No	40		80.7	225	0
Excavator	No	40		80.7	225	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		68.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		68.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator		67.6	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	68.6	70.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the north	Residential	55	55	55

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	20	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		85.2	82.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	85.2	82.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	80	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		73.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	73.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	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 east	Residential	58.3	58.3	58.3

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Paver	No	50		77.2	90	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		72.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	72.1	69.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/4/2024
Case Description: PCH Subdivision

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the north	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	100	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	71.2	68.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.2	68.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the west	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	200	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	65.2	62.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.2	62.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential to the east	Residential	58.3	58.3	58.3

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	225	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	64.2	61.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	64.2	61.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Construction Vibration

	Receptors					
	North		East		West	
	Distance to Closest Receiver (ft)		Distance to Closest Receiver (ft)		Distance to Closest Receiver (ft)	
Distance	20		80		110	
Equipment	**PPV_{ref} (@ 25 ft, in/sec)**	**PPV (in/sec)**	**PPV_{ref} (@ 25 ft, in/sec)**	**PPV (in/sec)**	**PPV_{ref} (@ 25 ft, in/sec)**	**PPV (in/sec)**
Small Bulldozer	0.003	0.004	0.003	0.001	0.003	0.0003
Maximum Vibration Levels		**0.004**		**0.001**		**0.000**
Vibration Damage Threshold		**0.25**		**0.25**		**0.25**
Vibration Annoyance Threshold		**0.04**		**0.04**		**0.04**
Exceeds Vibration Damage Threshold?		**No**		**No**		**No**
Exceeds Vibration Annoyance Threshold?		**No**		**No**		**No**

Structure and Condition	**Historic and some old buildings**
Human Response	**Distinctly perceptible**

Source: FTA 2018

Construction Vibration

	Receptors					
	North		East		West	
	Distance to Closest Receiver (ft)		Distance to Closest Receiver (ft)		Distance to Closest Receiver (ft)	
Distance	20		80		110	
Equipment	**Lvref (@ 25 ft, VdB)**	**Lv (VdB)**	**Lvref (@ 25 ft, VdB)**	**Lv (VdB)**	**Lvref (@ 25 ft, VdB)**	**Lv (VdB)**
Small Bulldozer	58	61	58	43	58	39
Maximum Vibration Levels		**61**		**43**		**39**
Vibration Annoyance Threshold		**72**		**72**		**72**
Exceeds Vibration Annoyance Threshold?		**No**		**No**		**No**

Land Use **Residential**

Source: FTA 2018

ATTACHMENT C

VMT SCREENING MEMORANDUM

MEMORANDUM

To: Wayne Carvalho
CSG Consultants, Inc.

From: Darlene Danehy, T.E, PTOE, RSP2I

Date: December 23, 2024

Subject: 1802 to 1820 Pacific Coast Highway Residential Project
Traffic Memorandum

INTRODUCTION

This memorandum serves as documentation of the anticipated transportation conditions for the proposed 1802 to 1820 Pacific Coast Highway Residential Project (Project) in Huntington Beach, CA. The Project is expected to include 10 single-family residential units located on a parcel which is currently vacant. The project site plan is included as an attachment to this memorandum.

Due to the size of the Project, a full traffic impact analysis is not needed at this time. However, this memorandum provides information about the estimated trip generation for the project for reference, a discussion of site access, and information concerning the CEQA transportation questions.

TRIP GENERATION

The new trips to be generated by this project were estimated using the 11th Edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual* and are shown in Table 1. As shown in the table, the project is expected to generate 94 daily trips, including 9 peak hour trips.

Table 1. Project Trip Generation

ITE Land Use Code 210 Single-Family Detached Housing						
Units			**10**			
Period	**Trips/Unit**	**Trips**	**% In**	**% Out**	**Trips In**	**Trips Out**
AM Peak	0.70	7	25%	75%	2	5
PM Peak	0.94	9	63%	37%	6	3
Daily	9.43	94	50%	50%	47	47

SITE ACCESS

Each of the 10 residential units will have access via the existing alley located along the northeast side of the project site. The two-way alley exists between 18th Street and 19th Street. Maritime Lane tees into the alley and provides access to several existing residential units. The alley will be widened to at least 20 feet from its existing 17.5 feet.

CEQA QUESTIONS

a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
   - The Project will be constructed on an existing parcel and will maintain the existing access. The sidewalks around the parcel will remain, and no new access points will be introduced. Therefore, the Project will not conflict with any program, plan, or ordinance concerning the circulation system.

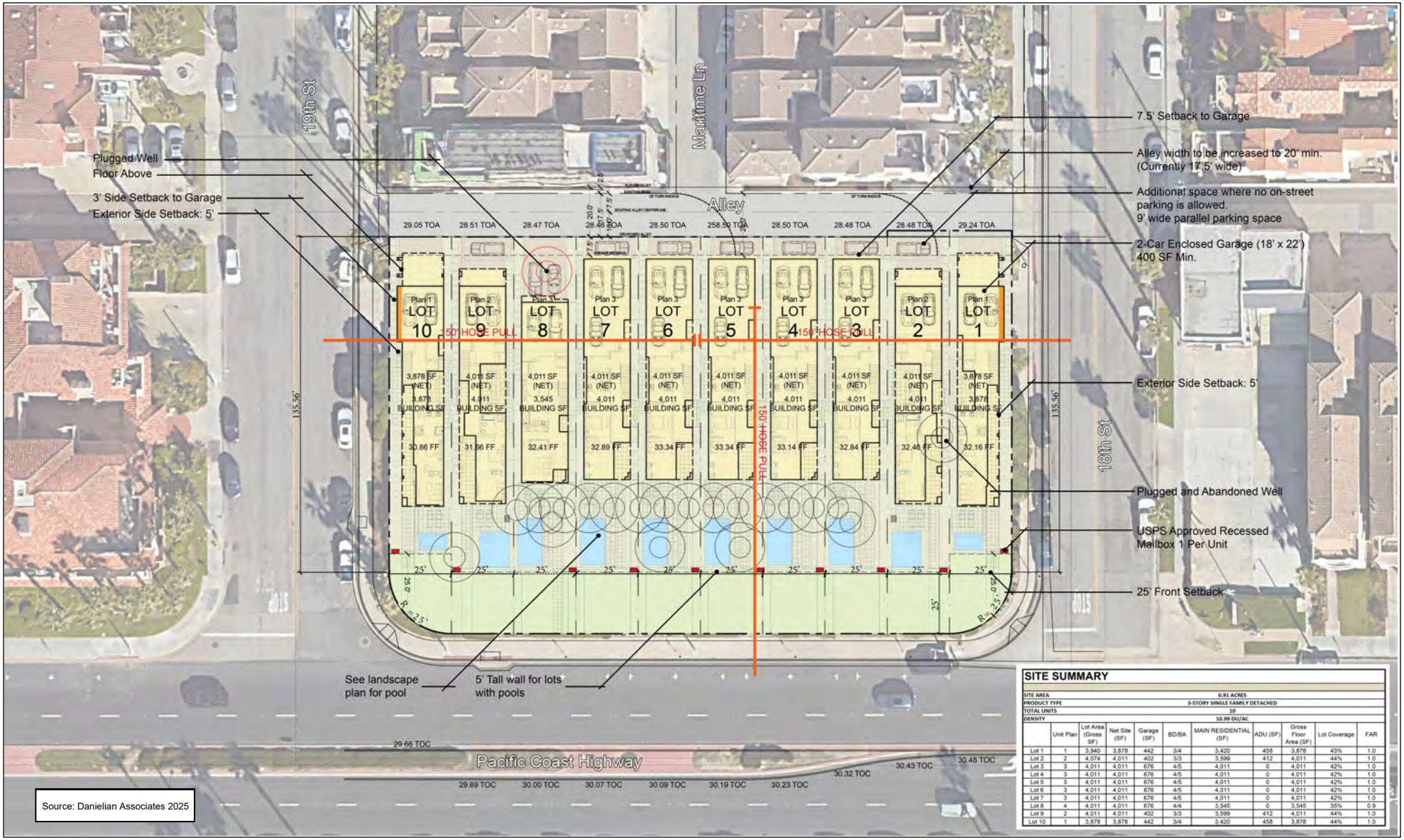
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
   - Per the City of Huntington Beach October 2023 Vehicle Miles Traveled (VMT) Guidelines, a project which is expected to generate fewer than 110 daily vehicle trips is presumed to have a less than significant transportation impact. Because the Project is expected to generate only 94 daily trips, it is presumed to have a less than significant impact on transportation and would therefore not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
   - The Project is not expected to change any existing driveway geometry, nor will any new access locations be introduced. Vehicles accessing the site are expected to be personal vehicles, delivery vehicles, and other service vehicles (such as trash and/or mail trucks). The use matches the adjacent uses, which are all residential, so new traffic generated by the Project will be consistent with existing traffic.

d) Would the Project result in inadequate emergency access?
   - The Project will not alter the existing roadway network beyond widening the existing alley on the north side of the project to a 20-foot minimum width from the existing 17.5-foot width. The widening may help improve emergency access in the immediate vicinity, and the Project overall will not result in inadequate emergency access.

Attachment: Site Plan

Attachment
Site Plan



SITE SUMMARY

SITE AREA	0.91 ACRES
PRODUCT TYPE	3-STORY SINGLE FAMILY DETACHED
TOTAL UNITS	10
DENSITY	10.99 DU/AC

	Unit Plan	Lot Area (Gross SF)	Net Site (SF)	Garage (SF)	BD/BA	MAIN RESIDENTIAL (SF)	ADU (SF)	Gross Floor Area (SF)	Lot Coverage	FAR
Lot 1	1	3,940	3,878	442	3/4	3,420	458	3,878	43%	1.0
Lot 2	2	4,074	4,011	402	3/3	3,599	412	4,011	44%	1.0
Lot 3	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 4	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 5	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 6	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 7	3	4,011	4,011	676	4/5	4,011	0	4,011	42%	1.0
Lot 8	4	4,011	4,011	676	4/4	3,545	0	3,545	35%	0.9
Lot 9	2	4,011	4,011	402	3/3	3,599	412	4,011	44%	1.0
Lot 10	1	3,878	3,878	442	3/4	3,420	458	3,878	44%	1.0

Source: Danielian Associates 2025

Site Plan

Exhibit 3

Pacific Coast Residential Subdivision

0 25 50 Feet

PSOMAS

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