



HAWTHORNE PLANNING COMMISSION STAFF REPORT

DATE: November 6, 2024

SUBJECT: New 6-story Home2 branded hotel with 142 guestrooms

FROM: Gregg McClain, Director of Planning and Com. Dev.

BY: Nathan Levey, Planning Assistant

PROJECT INFORMATION

SUMMARY: **Conditional Use Permit 2022CU11:** A request to approve a new Home2 branded 7-story hotel with 142 guestrooms and associated parking. (1st & 2nd floors for parking, 4th thru 6th floors for guestrooms, and 7th floor roof access).

Design Review 2022DR06: A request to approve the proposed site design (exterior architectural building facade, landscaping, etc.) for a new Home2 branded hotel.

Street Vacation SD-2024-0001: A request to vacate a portion of Bart Avenue within the project site. The portion of Bart Avenue to be vacated is undeveloped and has not been utilized as a part of the public right-of-way.

LOCATION: 5151 W. El Segundo Blvd. (APN: 4142-011-034
APNs: 4141-011-019)

APPLICANT: Mohammad Pournamdari

OWNER: 5151 El Segundo LLC

CONDITIONAL USE PERMIT

PROJECT DESCRIPTION

As shown on the floor plans and elevations (Attachment 1), the hotel will consist of 142 guestrooms and 132 parking spaces. The first and second floors contain the required parking and hotel guests will utilize the elevators to access the third floor check-in and reception areas. Additionally, the third floor consists of 25 guestrooms, a terrace, dining area, fitness center, meeting and media rooms, and laundry. The fourth thru sixth floors

contain 39 guestrooms each and the roof will house the building's mechanical equipment.

Hotel guests and employees will have access to the hotel from El Segundo Boulevard. There will be no access to the hotel from Bart Street in the unincorporated neighborhood of Del Aire.

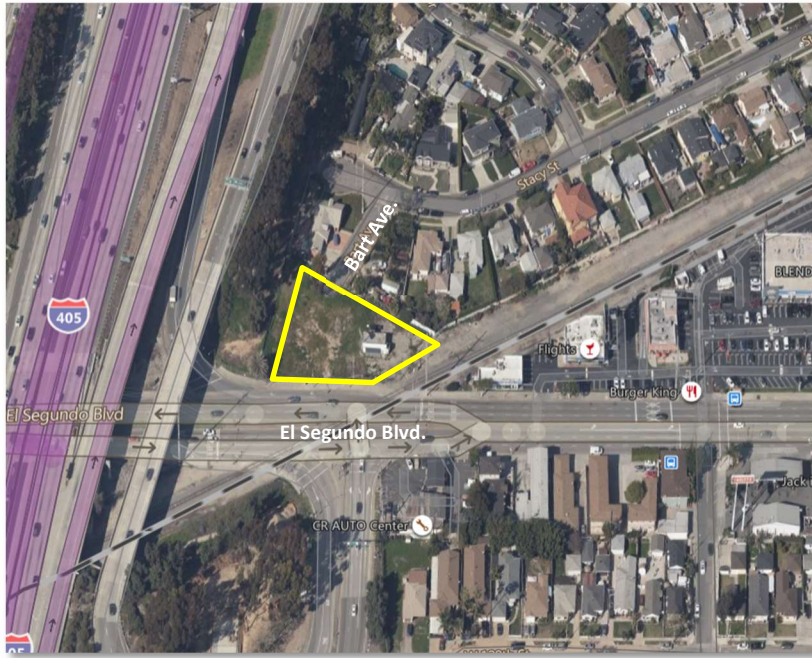
Table 1: Guestroom and Parking

Floor	Guestrooms	Parking
1	0	62
2	0	70
3	25	0
4	39	0
5	39	0
6	39	0
TOTAL	142	132

The terrace on the third floor is overlooking some residential homes to the northeast of the property; therefore, Staff recommends a condition of approval to limit its use to between 7:00am and 10:00pm as well as restrictions related to private functions and management supervision. The applicant is not requesting authorization to obtain an alcohol permit for this hotel so, if desired, that will require a separate CUP. Additionally, a special events application is required for any event that exceeds the use authorized in this CUP.

EXISTING CONDITIONS

As seen in the aerial photo below, the project site is located on the northeast corner of El Segundo Blvd. and the San Diego Freeway. The site is 28,269 square feet and contains a small building to be demolished. Residential uses are to the north, northeast, and southeast in unincorporated county neighborhoods. A commercial center is to the east with an intervening railroad right-of-way that cuts diagonally across El Segundo Boulevard in front of the project site.



GENERAL PLAN, ZONING, AND OTHER POLICY PLANS

The property is zoned General Commercial (C-3) and has a General Plan land use designation of General Commercial (GC), which is consistent. This designation provides for uses that serve both local and regional markets and a hotel is compatible with this designation.

General Plan Consistency

The project is consistent with the Economic Development Element as follows:

Goal 1: *The City will promote, assist and contribute to a sound local economy which attracts investments, increases the tax base, creates employment opportunities for Hawthorne residents and generates public revenues.*

The development will create jobs, generate tax revenue through transient occupancy taxes, and bring potential customers to adjacent commercial establishments. The increase of visitors to the City potentially boost business and contributes to the economy.

The development project is consistent with Goals and Policies of the Land Use Element as follows:

Goal 1: *The City shall expand current efforts to attract and enhance commercial development.*

Policy 1.1: *The Century Freeway (I-105) and San Diego Freeway (I-405) Corridors shall be planned for regionally-oriented commercial uses where appropriate.*

Policy 1.4: *The City shall support and encourage the rehabilitation or renovation of existing buildings or structures or the conversion of obsolete and/or chronically vacant storefronts from their original or most recent use to a new compatible, economically viable, and sustainable use.*

The development meets the goal and policies by revitalizing a long-vacant property. The hotel will be well situated with various commercial uses within walking distance and good freeway visibility.

Zoning Ordinance Compliance

The project is consistent with the C-3 zone, which allows for hospitality uses with approval of a CUP. The project meets the development standards of the C-3 zone as well. There is no height limitation within the zone but any structures above five stories requires a CUP. Since the hotel is proposed at six stories, the height issue also requires a CUP. Both the use and the height are covered by the same CUP application. Additionally, the C-3 zone does not have minimum setback requirements so the hotel is proposed to be built to the property lines with the exception of a triangular area to the northeast of the property (See page 2 of site plan).

Per HMC Section 17.58.030(B)(11)(a), parking for hotels that provide a restaurant or conference space is calculated at one space for the first 100 rooms; 0.75 space for each of the next 50 rooms; and 0.5 space for each room above 150. Compact spaces are permitted per HMC 17.58.040(H)(1) up to 30% of the total parking spaces for 31 spaces and up. Based on this formula, the hotel requires 132 parking spaces, of which 39 are compact spaces and 4 are ADA accessible.

Table 2: Parking

Rooms		Required	Provided
142	first 100 rooms	100	100
	next 42 rooms	31.2	32
Total		131.2	132

HMC 17.28.050 specifies the maximum floor area to be contained in all buildings on a lot shall not exceed 2.5 times the area of the lot. The lot area measures 28,269 square feet and total floor area is 70,672 square feet, which makes the floor are ratio just under 2.5.

General Compatibility

The project is compatible with the surrounding area because the orientation of the parking and guest access does not provide for access from the adjacent residential neighborhood. Conditions of approval are proposed to minimize potential noise and security issues associated with the outdoor terrace.

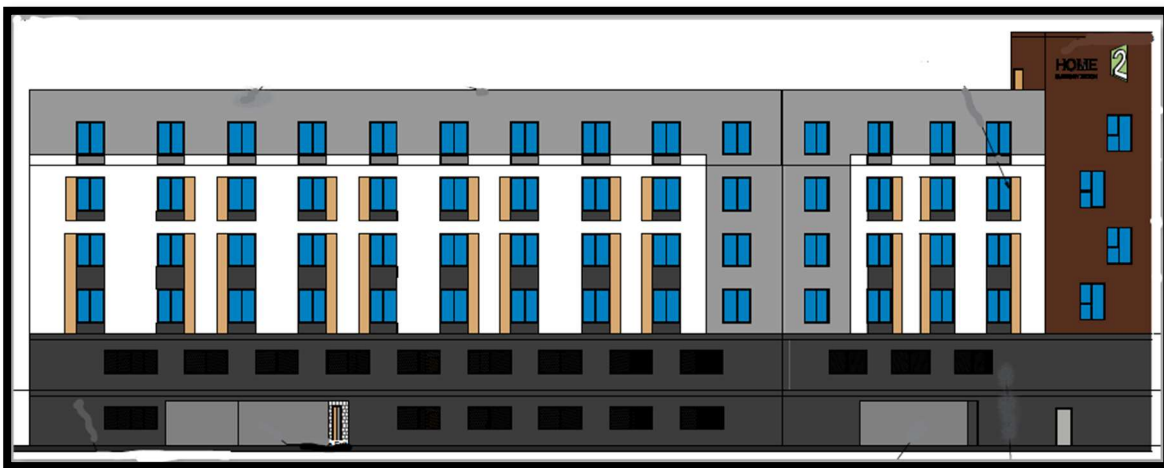
There is a triangular portion of the east side of the lot that is not proposed to be used. This creates a potential nuisance so conditions to have this area landscaped and secured are also proposed.

DESIGN REVIEW

Design Review Application 2022DR06 is a request to approve the proposed exterior facade and site design for a new six-story hotel. In accordance with HMC Chapter 17.99, the design review process is intended to reasonably insure and encourage an orderly, attractive, and harmonious appearance of structures, property, and associated facilities, such as signs, landscaping, and parking areas. The Planning Commission was appointed as the design review authority and is tasked to ensure projects meet or exceed the requirements of Chapter 17.99.

PROJECT DESCRIPTION

The applicant is proposing a new six-story hotel with a third floor terrace. The architectural style of the hotel is in concert with Hilton's Home2 brand, which provide a contemporary look as shown in the renderings below.



The renderings indicate some landscaping. The landscaping will be located in the eastern portion of the site. There are five species of drought tolerant plants proposed on just over 3,000 square feet of space.



Street views looking north

Architectural Style—Materials and Colors:

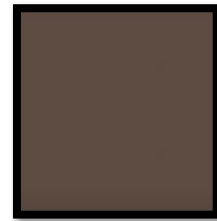
The applicant is proposing a contemporary exterior facade for the building. HMC Section 17.99.110—Design Guidelines, specifies architectural styles and materials proposed shall be consistent throughout the project site. The current design options of Hilton’s Home2 brand typically have a contemporary look, both in the interior and exterior. The applicant is proposing to utilize primarily stucco in a variety of colors with some walls containing stone facades in a dark color (See site plan, pages 12 & 13).



Dark Gray



Cream



Dark Brown

The color combinations above serve as the required base, accent, and trim colors and meet the requirements of the design review regulations and Section 17.30.010 for commercial buildings. Staff will ensure that any materials and colors utilized in the construction of the project are consistent with those identified in this Report.

Landscaping

The applicant has submitted landscape plans that indicate 5 different types of drought tolerant plants will be located on the 3,000 square feet of the easternmost portion of the site. No further landscaping would be required as there is no exterior parking being provided.

Signs

The renderings are sparse in terms of signs on the property and indicate only one wall sign will be placed on the south elevation. Per HMC Section 17.35.110, the hotel is permitted to place signs on the property. Any additional signs will be evaluated by Staff to ensure they are in harmony with the style of the building and do not exceed the allocated permitted square footage for the property.

REQUIRED DESIGN REVIEW FINDINGS

HMC Chapter 17.99 specifies the Planning Commission must make the following findings prior to granting an approval of a design review application:

1. The location, size, design and characteristics of the proposed project will be compatible with and will not be detrimental to the public health, safety, or welfare of persons residing in or working in or adjacent to the proposed project;

The proposed project is compatible with the surrounding area because the orientation of the parking and guest access does not provide for access from the residential neighborhood located to the north of the site. The General Commercial zone is an ideal use for hotels. Hotels are economically viable and a sustainable use for the City. The proposed façade includes updated architectural elements found in contemporary style commercial buildings and will significantly update a location that has been plagued by blight.

2. The proposed design is suitable for its purpose, is harmonious with and relates properly to, the surrounding neighborhood, contiguous parcels, and the site itself.

The proposed design will replace a blighted property by introducing a new hotel with a contemporary building style. The overall design will be of quality that will preserve the integrity of, and upgrade, the existing commercial area.

3. The design of the proposed project is in accordance with the general plan and all applicable provisions of the zoning ordinance.

As detailed earlier in this report, Staff reviewed the Hawthorne Municipal Code and the General Plan and, as a result, Staff determined that the project is consistent with the Land Use Element of the General Plan and is in accordance with all applicable provisions of Title 17.

STREET VACATION

Street Vacation SD-2024-0001 is a request to the Planning Commission to recommend approval of a street vacation. Under California Government Code Section 65402, street vacations require a planning agency, such as the Planning Commission, to report on the vacation's conformity with the general plan. Once conformity with the General Plan has been established, a public hearing before the City Council will occur. Under California Streets and Highway Code Division 9, Part 3, particularly Sections 8331 and 8334, the City Council will take action on the vacation.

PROJECT DESCRIPTION

The applicant proposes that the City of Hawthorne vacate two right-of-ways within the subject parcel. The first is a 50-foot wide, 1,000 square foot portion of Bart Avenue that is located south of the intersection with Stacy Avenue and north of the alley. The second is a 20-foot-wide, 998 square foot alley located south of the intersection with Bart Avenue.

GENERAL PLAN CONFORMITY

The proposed vacation is consistent with the City's General Plan. The location is designated as General Commercial by the General Plan, which allows development consistent with the proposed hotel.

This portion of Bart Avenue and the connected alley are not designated as right-of-ways or proposed right-of-ways within the Land Use Map, the Circulation Element, or any other element of the General Plan. The Circulation Element does establish Goal 1.0 to provide for the safe and efficient movement of people, goods, and services throughout the City. Further, the Land Use Element Goal 2 provides that every effort be made to ensure future development will be compatible with surrounding uses. The vacation of these right-of-ways ensures that the proposed hotel use will be compatible with surrounding uses. Maintaining the right-of-way will reduce the viable building space and provide for the possibility of commercial access being provided, in part, through a residential area. As such, vacating the right-of-ways maintains not only compatibility with surrounding uses, but the safety of the residents.

DISCUSSION

The Building and Safety Department provided comments to ensure the work conducted on site will comply California Building Code. The Police Department did not express any concerns following their review of the proposal. This Design Review has also been submitted to the County of Los Angeles Fire, Land Development Unit for review.

The applicant must comply with all business license requirements, signage, noise, and nuisance regulations. These requirements will be placed within the conditions of approval of the Planning Commission Resolution.

PUBLIC HEARING NOTICE

Notice of the public hearing for this item was provided in accordance with Chapter 17.06 of the HMC. The Planning Department published a public hearing notice in the local paper on July 31, 2024, and mailed notification to property owners within a 300-foot radius of the site. See Attachment 9 for proof of publication.

ENVIRONMENTAL ANALYSIS

Staff reviewed the proposed development project in accordance with the California Environmental Quality Act (CEQA) guidelines. The proposed project is exempt from the requirements of preparing an Environmental Impact Report (EIR) or Negative Declaration because the project meets the criteria for a Class 32 Categorical Exemption pursuant to

Section 15332, (In-Fill Development Projects) of CEQA. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits on a project site of no less than five acres that is completely surrounded by urban uses. The project site has no value as habitat for endangered, rare, or threatened species, approval will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site is adequately serviced by all required utilities and public services.

HABITAT VALUE

As established in the Phase I Environmental Site Assessment (ESA) for this site, the project site began development between 1952 and 1963 with multiple structures being developed for commercial purposes. Since then, a series of different developments have occurred with the most recent being removal of all structures on the western portion of the lot by 2002 and a commercial structure for vehicle maintenance in the eastern portion which has been vacant since at least 2012. The site is entirely surrounded by urban uses, including a railroad, a freeway, a main arterial road, and single family homes. Due to the previous development of the site as well as the surrounding uses, the project site has been determined to have no value as habitat for endangered, rare, or threatened species.

ENVIRONMENTAL IMPACTS

During the Planning Commission meeting in February of 2023, the Commission requested technical studies to be conducted to ensure there would be no significant effects relating to traffic, noise, air quality, or water quality. These studies were conducted in 2023 and the results indicated that there would be no impacts related to traffic as vehicle miles traveled (VMT) would actually decrease with the project (Attachment 8). Further, air quality and noise studies (Attachments 6 and 7, respectively) revealed that no significant impacts would occur to either during both construction and operation of the project.

Finally, the Phase I ESA (Attachment 5) examined the site for its potential risk to health and human safety as well as possible contamination of soil that may impact underlying groundwater. The Phase I did not find significant levels of contaminants in any tested samples. The study did identify a possible source of contamination as aerially deposited lead (ADL). While no samples indicated the presence of elevated lead levels, the Phase I recommended a Soil Management Plan (SMP) be implemented. While not a significant impact, the City has still incorporated the requirement for an approved SMP into the Conditions of Approval for the CUP resolution.

Another issue mentioned by the Phase I ESA were the soil samples remaining on site from a previous Phase II ESA (Attachment 5, Exhibit F) conducted in 2022. This Phase II ESA tested soil samples for any impact caused by the previous use of the site as an automotive repair facility and the previous underground storage tanks. All compounds and chemicals tested for were either not detectable or below any level that would indicate further investigation or that any remediation would be required. As such, these soil samples do not represent a potential impact.

Based upon the technical studies conducted for this project site, project approval would not result in any significant effects relating to traffic, noise, air quality, or water quality.

NOTICE OF EXEMPTION

The proposed project meets all the requirements found in CEQA State Guidelines Section 15332 for in-fill development. The site's size and location are appropriate, the project is consistent with the General Plan, there would be no impact to sensitive habitats, all utility services can be provided, and technical studies validated that there would be no significant effects relating to traffic, noise, air quality, or water quality. As such, adoption of a Notice of Exemption under Class 32 for In-Fill Development is appropriate. Upon Planning Commission action, staff will file the Notice of Exemption (Attachment 10) with the Los Angeles County Clerk's office in compliance with CEQA.

RECOMMENDATION

Based on the analysis of the issues and conditions of approval, the proposal complies with the HMC and will not result in negative impacts to the surrounding neighborhood. Accordingly, Staff recommends that the Planning Commission adopt a Notice of Exemption, PC Resolution 2024-21 (Attachment 2) approving 2022CU11, PC Resolution 2024-22 (Attachment 3) approving 2022DR06, and PC Resolution 2024-23 (Attachment 4) recommending for approval SD-2024-0001.

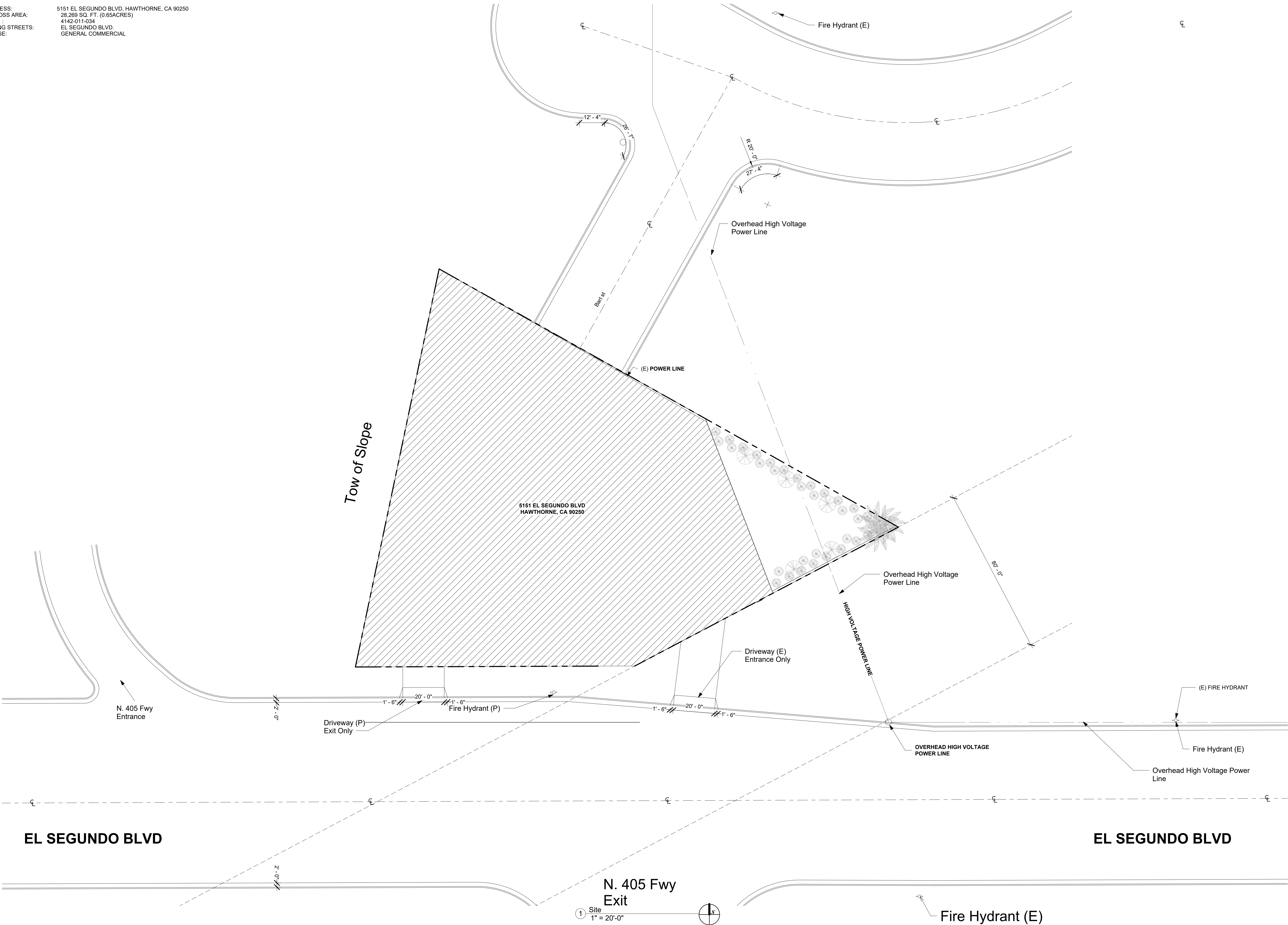
ATTACHMENTS

1. Site Plans/Landscaping Plans
2. PC Resolution 2024-21
3. PC Resolution 2024-22
4. PC Resolution 2024-23
5. Phase I ESA
6. Air Quality Memo
7. Noise Memo
8. VMT Analysis
9. Proof of Publication
10. Notice of Exemption

ATTACHMENT 1

SITE PLANS/LANDSCAPING PLANS

PROJECT NOTES:
PROJECT ADDRESS: 5151 EL SEGUNDO BLVD, HAWTHORNE, CA 90250
1. LOT GROSS AREA: 28,269 SQ. FT. (0.65ACRES)
2. APN NO.: 4142-011-034
3. ABUTTING STREETS: EL SEGUNDO BLVD.
4. LAND USE: GENERAL COMMERCIAL



Home2 (proposal)

Project Title

Contact

Owner/Subdivider

Four Prairie Inc.
3950 W. Imperial Hwy
Inglewood, Ca 90303
(310) 679-1320

Engineer

COOKE & ASSOCIATES
3950 W. IMPERIAL HWY
INGLEWOOD, CA 90303
(310)722-2707

Seal

Printed name

Signature

Date issued

Reg no.

Project Address

5151 El Segundo Blvd.
Hawthorne, Ca 90250

ApN: 4142-011-034

dWn	Revision Date	cKr
JC	7/8/2016	eG
JC	7/13/2016	eG
JC	10/19/2016	eG
JC	11/5/2016	eG
JC	12/9/2016	eG

Project No.

Date

15-5151

05/28/2019

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Title

Site Plan

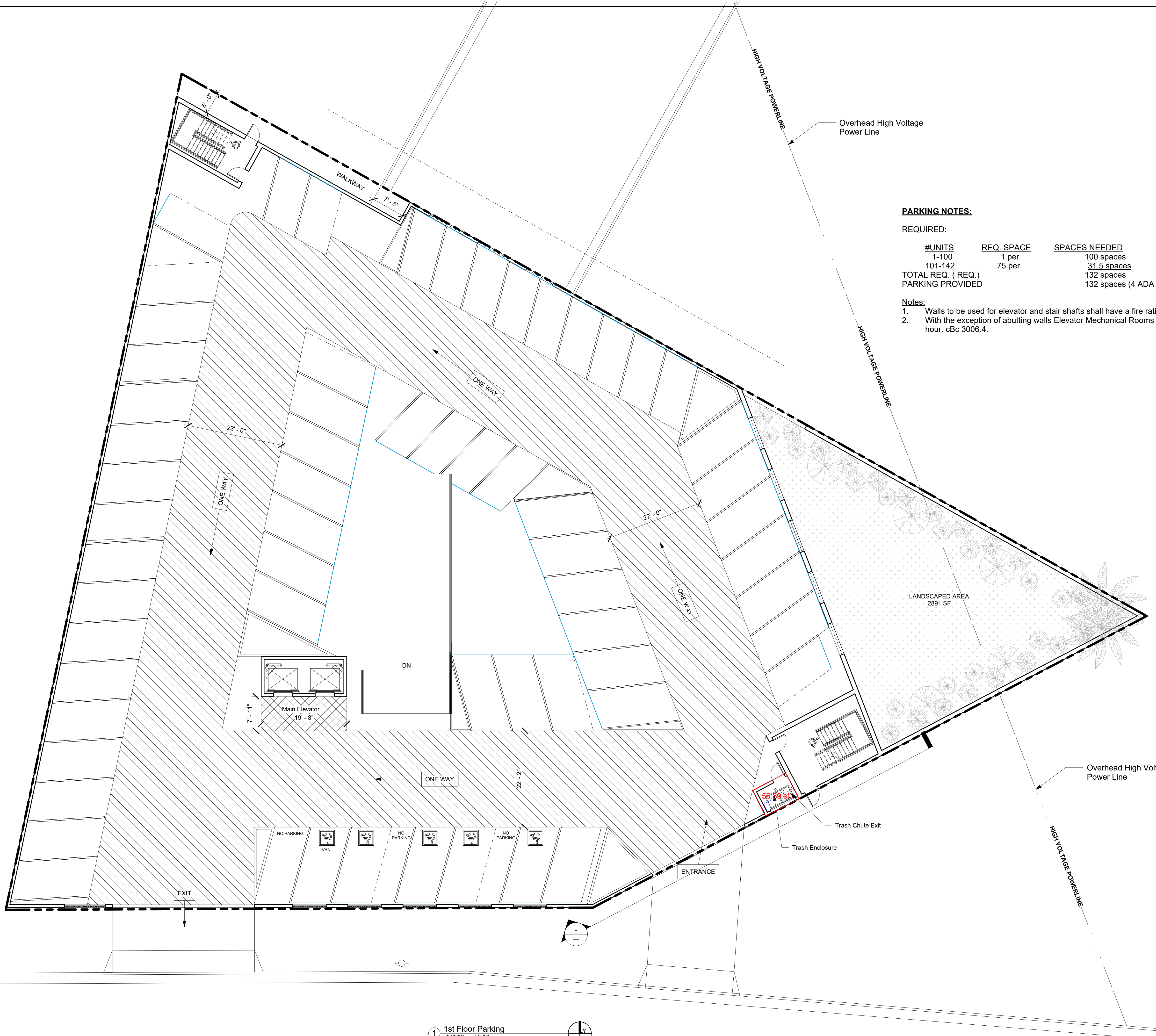
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PARKING NOTES:

REQUIRED:

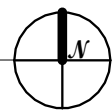
#UNITS	REQ. SPACE	SPACES NEEDED
1-100	1 per	100 spaces
101-142	.75 per	31.5 spaces
TOTAL REQ. (REQ.)		132 spaces
PARKING PROVIDED		132 spaces (4 ADA Compliant)

Notes:

- Walls to be used for elevator and stair shafts shall have a fire rating of not less than 2 hour.
- With the exception of abutting walls Elevator Mechanical Rooms shall walls shall have a fire rating of not less than 1 hour. cBc 3006.4.

- Notes:
- Walls to be used for elevator and stair shafts shall have a fire rating of not less than 2 hour.
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① 1st Floor Parking
3/32" = 1'-0"



Home2 (proposal)

Project Title

Contact

Owner/Subdivider

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Engineer

COOKE & ASSOCIATES
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Seal

Printed name

Signature

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Project Address

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Apk: 4142-011-034

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JC	11/5/2016	eG
JC	12/9/2016	eG

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15-5151

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3/32" = 1'-0"

Title

Floor Plan 1st Floor
Parking

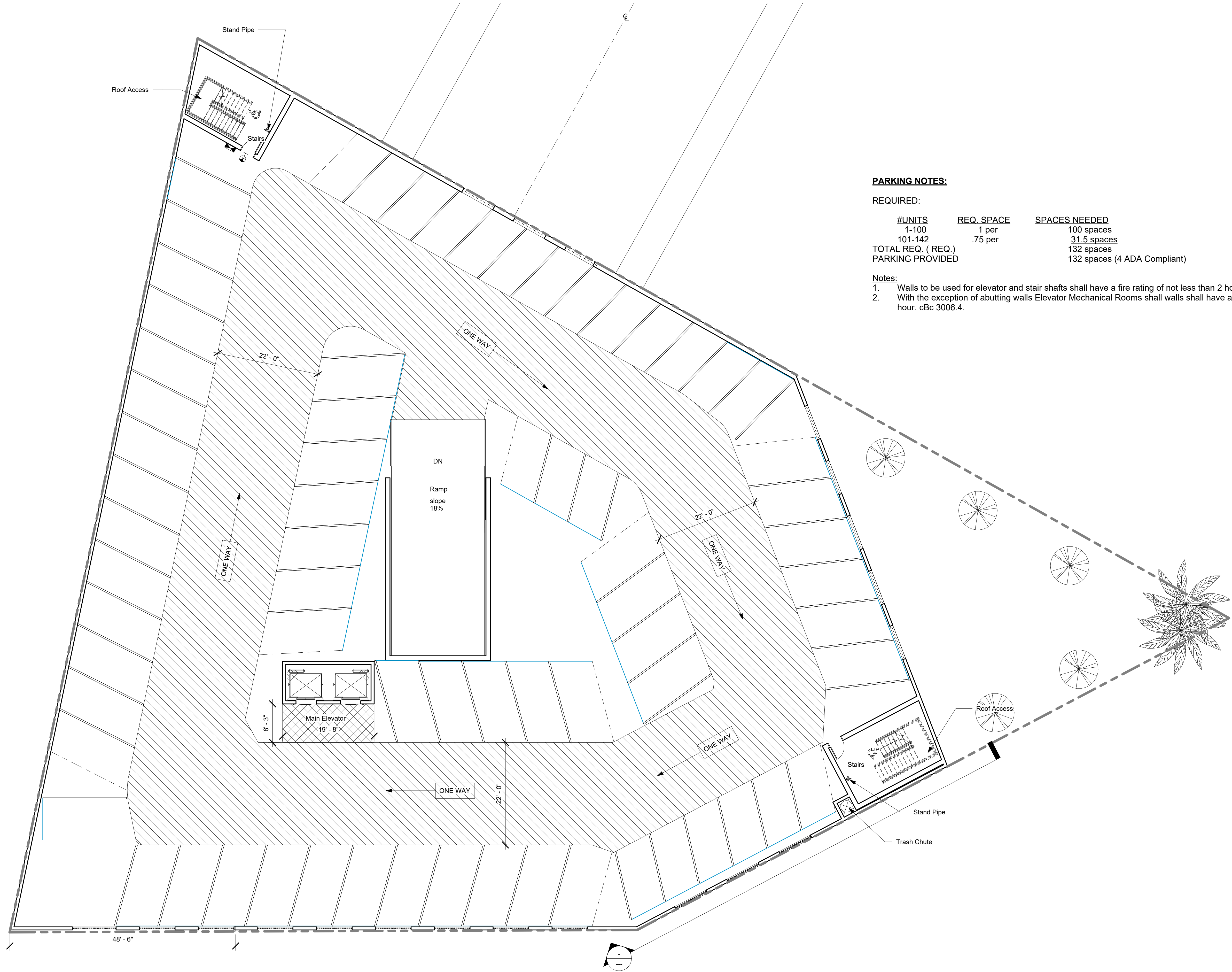
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PARKING NOTES:

REQUIRED:		
#UNITS	REQ. SPACE	SPACES NEEDED
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101-142	.75 per	31.5 spaces
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- Notes:**
- Walls to be used for elevator and stair shafts shall have a fire rating of not less than 2 hour.
 - With the exception of abutting walls Elevator Mechanical Rooms shall walls shall have a fire rating of not less than 1 hour. cBc 3006.4.

1 2nd Floor Parking
3/32" = 1'-0"

Home2 (proposal)

Project Title

Contact

Owner/Subdivider

Four Prairie Inc.
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(310) 679-1520

Engineer

COOKE & ASSOCIATES
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JC	11/5/2016	eG
JC	12/9/2016	eG

Project No.

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3/32" = 1'-0"

Title

Floor Plan 2nd Floor
Parking

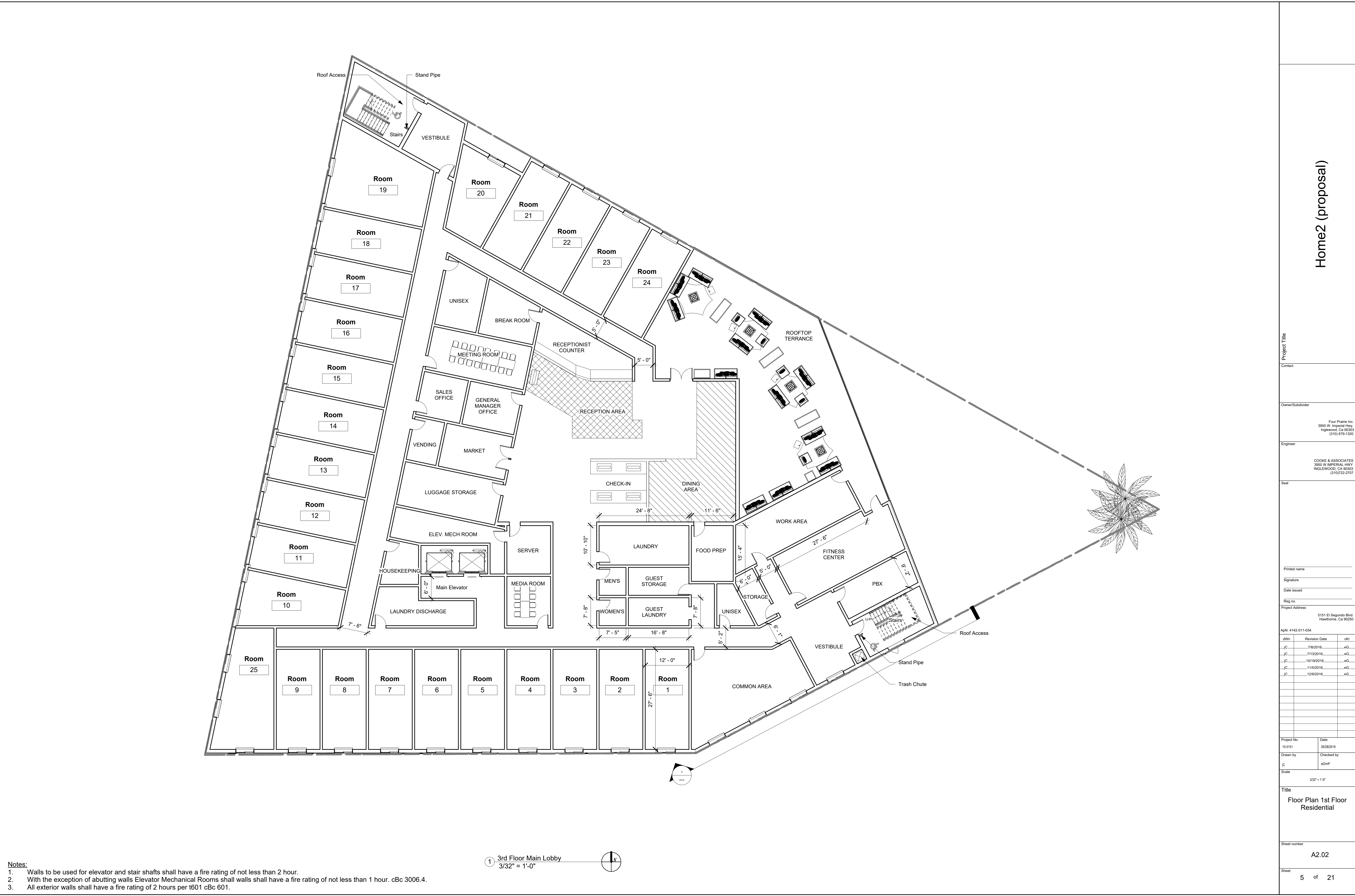
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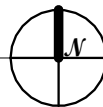
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- Notes:
1. Walls to be used for elevator and stair shafts shall have a fire rating of not less than 2 hour.
 2. With the exception of abutting walls Elevator Mechanical Rooms shall walls shall have a fire rating of not less than 1 hour. cBc 3006.4.
 3. All exterior walls shall have a fire rating of 2 hours per t601 cBc 601.

① 3rd Floor Main Lobby
3/32" = 1'-0"



Home2 (proposal)

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JC	11/5/2016	eG
JC	12/9/2016	eG

Project No.

Date

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3/32" = 1'-0"

Title

Floor Plan 1st Floor
Residential

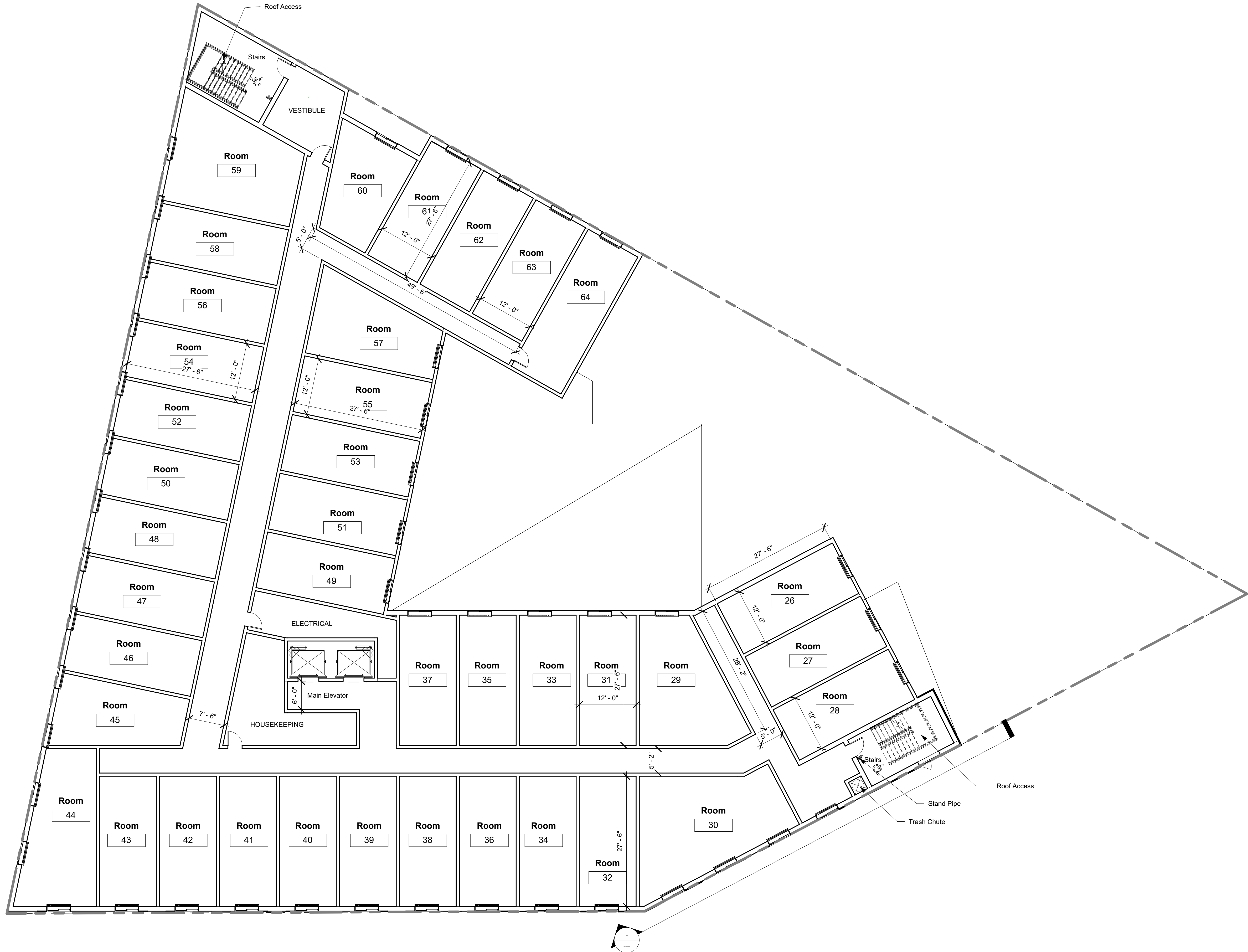
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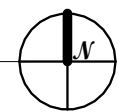
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- Notes:
- Walls to be used for elevator and stair shafts shall have a fire rating of not less than 2 hour.
 - With the exception of abutting walls Elevator Mechanical Rooms shall walls shall have a fire rating of not less than 1 hour. cBc 3006.4.
 - All exterior walls shall have a fire rating of 2 hours per t601 cBc 601.

1 4th, 5th, & 6th Floor Guestrooms
3/32" = 1'-0"



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3/32" = 1'-0"

Title

Floor Plan 4th-6th Floor
Residential

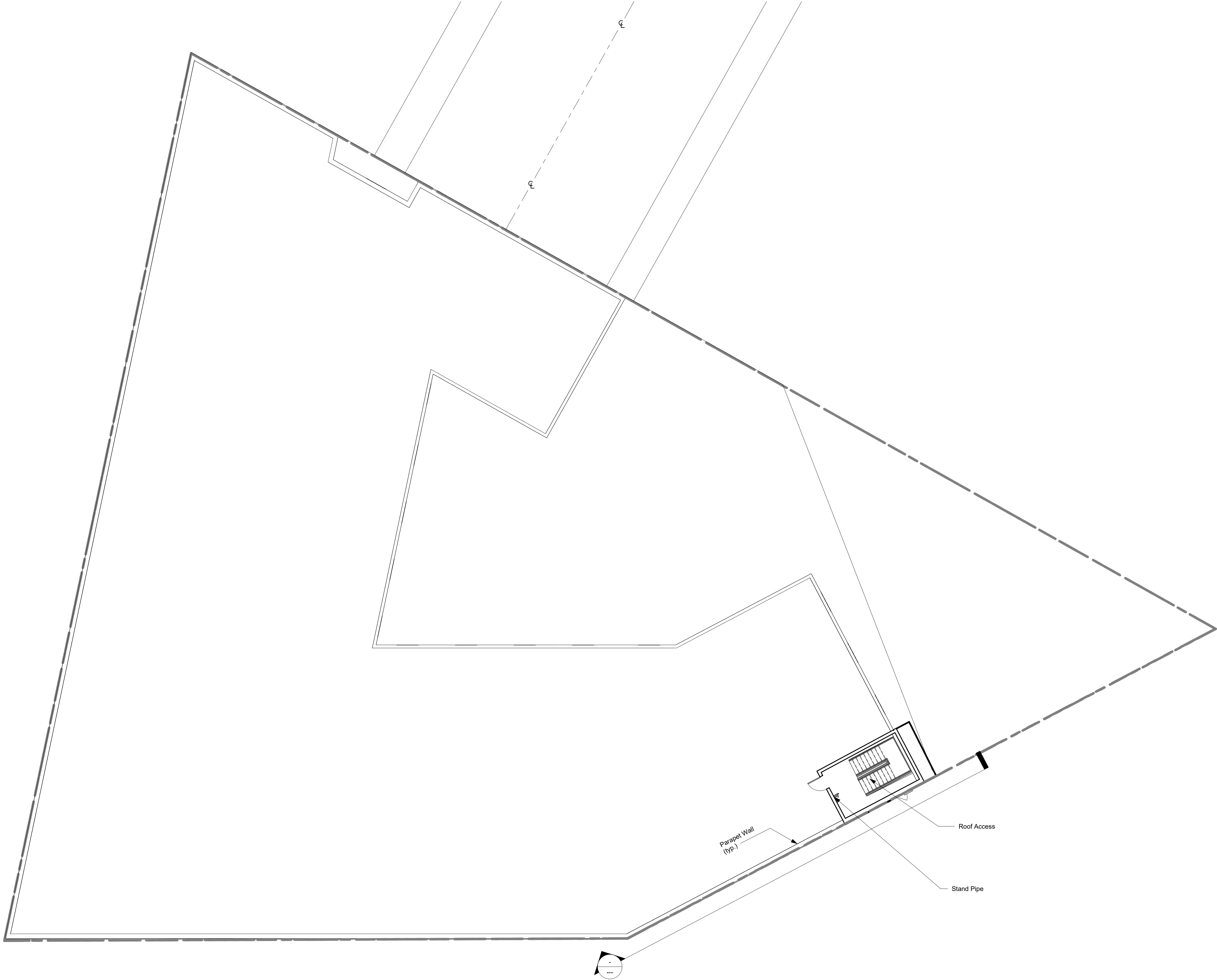
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1 Roof
3/32" = 1'-0"



Home2 (proposal)

Project Title

Contact

Owner/Subdivider

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3950 W. Imperial Hwy.
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Date

15-5151

05/28/2019

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Scale

3/32" = 1'-0"

Title

Floor Plan Roof

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2 North Elevation
1/8" = 1'-0"



1 South Elevation
1/8" = 1'-0"

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J C	10/19/2016	eG
J C	11/9/2016	eG
J C	12/9/2016	eG

Project No.

15-5151

Drawn by

JC

Scale

1/8" = 1'-0"

Date

05/28/2019

Checked by

eGIMP

Title

Elevations North & South

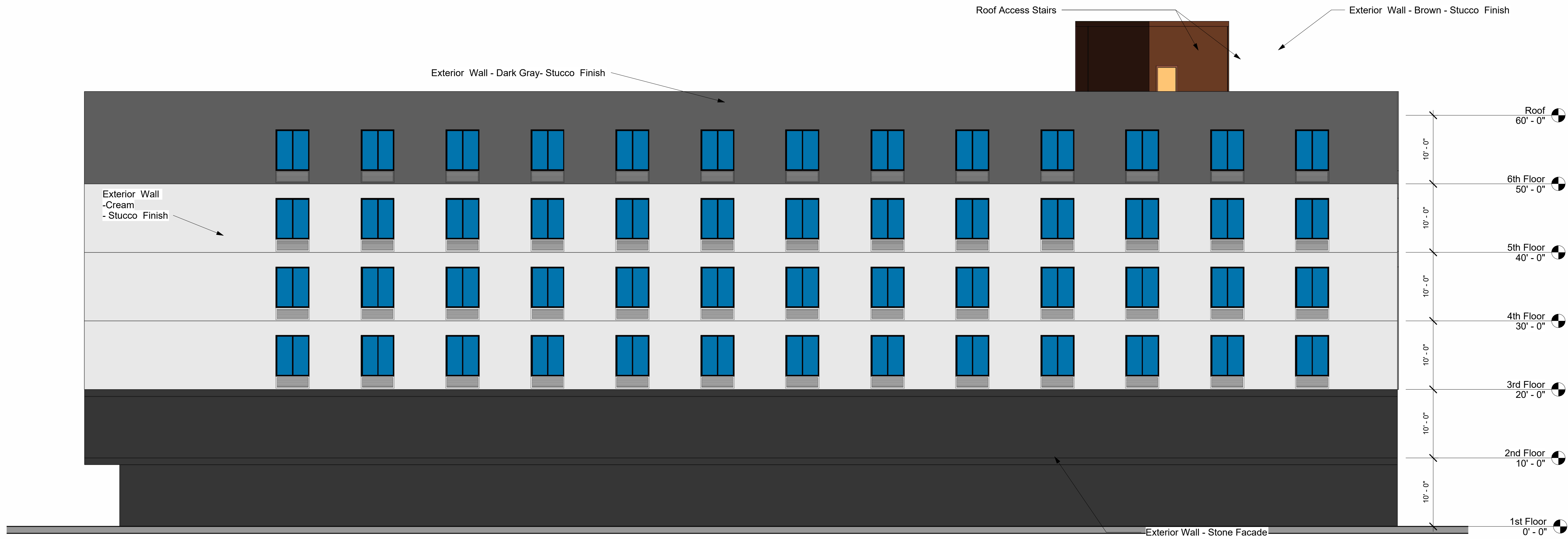
Sheet number

A3.00

Sheet

12 of 21

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Home2 (proposal)

Project Title

Contact

Owner/Subdivider

Four Prairie Inc.
3950 W. Imperial Hwy.
Inglewood, Ca 90303
(310) 678-1320

Engineer

COOKE & ASSOCIATES
3950 W. IMPERIAL HWY
INGLEWOOD, CA 90303
(310) 722-2707

Seal

Printed name

Signature

Date issued

Reg. no.

Project Address

5151 El Segundo Blvd.
Hawthorne, Ca 90250

ApN: 4142-011-034

dWn	Revision Date	cKr
JC	7/8/2016	eG
JC	7/13/2016	eG
JC	10/19/2016	eG
JC	11/5/2016	eG
JC	12/8/2016	eG

Project No.

Date

15-5151

05/28/2019

Drawn by

Checked by

JC

eG/IMP

Scale

1/8" = 1'-0"

Title

Elevations West & East

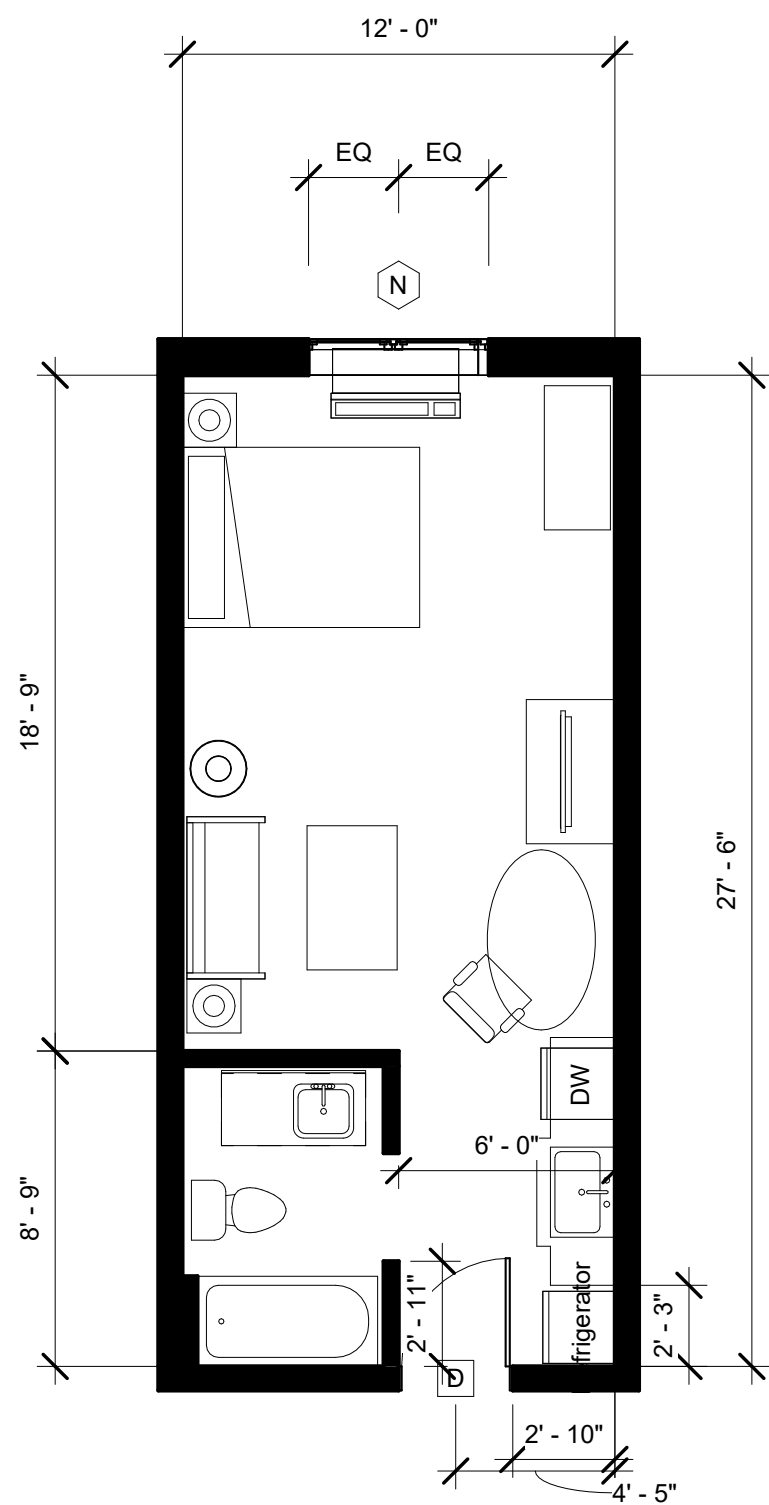
Sheet number

A3.01

Sheet

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DOUBLE QUEEN
GUESTROOM

1 Enlarged Unit Floor Plans
3/16" = 1'-0"

Notes:

- 1- One hour common party wall assembly tested in accordance with ASTM E119 or UL 263 is permitted for townhouses and shall not contain plumbing or mechanical equipment, ducts, or vents. the wall shall be rated for fire exposure from both sides and shall extend to and be installed in accordance with the California Electrical Code. Penetration of electrical outlet boxes shall be in accordance with cRc section R-302.4.
- 2- Residential design shall conform with chapter 4 of the Residential Mandatory Measures of the 2010 California Green Building Standard Code.

Home2 (proposal)

Project Title

Contact

Owner/Subdivider

FOUR PRAIRIE INC.
3950 W. IMPERIAL HWY.
INGLEWOOD, CA 90303
(310) 679-1320

Engineer

COOKE & ASSOCIATES
3950 W IMPERIAL HWY
INGLEWOOD, CA 90303
(310)722-2707

Seal

Printed name

Signature

Date issued

Reg no.

Project Address

5151 EL SEGUNDO BLVD.
HAWTHORNE, CA 90250

APN: 4142-011-034

dWn	Revision Date	cR
JC	7/8/2016	EG
JC	7/13/2016	EG
JC	10/19/2016	EG
JC	11/5/2016	EG
JC	12/9/2016	EG

Project No.

15-2151

Date

05/28/2019

Drawn by

JC

Checked by

eG/Mp

Scale

3/16" = 1'-0"

Title

Details Enlarged Unit
Plans

Sheet number

A4.00

Sheet

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A large, bushy olive tree with green leaves and small white flowers, growing in a wooden planter box in a sunny outdoor setting.



A large clump of ornamental grass with long, thin, golden-brown blades, growing in a garden bed. The grass is dense and has a feathery appearance. It is surrounded by dark brown mulch. In the background, there are other green plants and a wooden fence.

1 FRUITLESS OLIVE TREE
Olea europaea 'Wilsonii'
COUNT: 5

2 DATE PALM TREE
Phoenix dactylifera
COUNT: 3

3 COAST ROSEMARY 'WYNYABBIE GEM'
Westringia fruticosa
COUNT: 20

4

5

DN

Sheet number	L-1
Sheet	of

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ATTACHMENT 2

PC RESOLUTION 2024-21

**PLANNING COMMISSION RESOLUTION NO. 2024-21
CONDITIONAL USE PERMIT 2022CU11**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF HAWTHORNE ADOPTING A NOTICE OF EXEMPTION UNDER
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND
APPROVING CONDITIONAL USE PERMIT 2022CU11 TO ALLOW
THE DEVELOPMENT OF A 6-STORY, 142 GUESTROOM HOTEL ON
THE PROPERTY LOCATED AT 5151 EL SEGUNDO BLVD (APN
4142-011-034) AND MAKING FINDINGS IN SUPPORT THEREOF**

WHEREAS, on March 19, 2014, Mohammad Pournamdari (Applicant), obtained approval of Conditional Use Permit (CUP) 2013CU10, PC Resolution 2014-07, for a 6-story, 129 guest room hotel; and

WHEREAS, on June 15, 2016, the Applicant obtained approval of Conditional Use Permit (CUP) 2016CU05, PC Resolution 2016-23, which amended the original approval to increase the number of guestrooms from 129 to 135 guestrooms; and

WHEREAS, in June 2019, entitlements expired for CUP 2016CU05 and the Applicant was required to file a new CUP application to develop a hotel project on the property; and

WHEREAS, on November 16, 2022, the Applicant filed an application requesting the approval of Conditional Use Permit application 2022CU11 and Design Review 2022DR06 for approval of a 6-story, 142 guestroom hotel (Project) in the City of Hawthorne; and

WHEREAS, on February 1, 2023, the Planning Commission heard and considered the project in a properly noticed public hearing and requested more information from the applicant regarding the design and potential environmental impacts; and

WHEREAS, during the meeting of February 1, 2023, concerns were raised by the Commissioners and the public concerning hours of operation and noise; and

WHEREAS, during the meeting of February 1, 2023, the Planning Commission requested technical studies to be performed to ensure no significant environmental impacts would occur to air quality, water quality, noise, and traffic; and

WHEREAS, technical studies were conducted to examine traffic impacts, including Vehicle Miles Traveled (VMT), noise impacts, air quality impacts, and water quality impacts; and

WHEREAS, the technical studies found there to be no impacts by project construction or operation to noise, air quality, or water quality; and

WHEREAS, the Phase I ESA technical study found there to be no impacts as long as a Soil Management Plan was approved and implemented prior to issuance of demolition or grading permits; and

WHEREAS, the Application applies to a 28,269 square foot property that contains a vacant one-story vacant building (APN 4042-011-034); and

WHEREAS, the Land Use Element of the General Plan designates the project as General Commercial. The project is consistent with the General Plan because this designation allows for commercial uses, including hotels; and

WHEREAS, in accordance with Hawthorne Municipal Code (HMC), Section 17.28.020, a CUP is required to be approved by the Planning Commission for the proposed project; and

WHEREAS, a duly noted public hearing on the Conditional Use and Design Review applications was held before the Planning Commission on November 6, 2024; and

WHEREAS, evidence was heard and presented from all persons in favor of the application, from all persons opposed to the application and from members of the City staff; and that the Planning Commission having heard and received all of said evidence, testimony and statements and being fully informed of the application, approves Resolution No. 2024-21.

THE PLANNING COMMISSION OF THE CITY OF HAWTHORNE DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the HMC.

SECTION 3. Upon independent review and consideration of the written and oral comments of interested parties thereon, the responses thereto by City staff, the Conditions of Approval (Exhibit A) as well as the entire record of its proceedings, and the Notice of Exemption and its associated technical studies concerning the project, and having exercised its independent judgment thereon, the Planning Commission hereby finds that the proposed project will not have a significant impact on the environment and that it qualifies as exempt from CEQA pursuant to State CEQA Guidelines Sections 15332 that is intended to promote infill development within urbanized areas. The class of exemption (Class 32) consists of environmentally benign in-fill projects that are consistent with the general plan and zoning requirements, and do not result in any significant traffic, noise, air quality, or water quality effects. The general plan designation is GC (General Commercial) and permits hotel development; is zoned General Commercial (C-3), which allows and contains standards for hotel development; and properties surrounding the site have similar zoning designations. The proposed development occurs on a property of no more than five acres and is completely surrounded by urban uses. The previously graded

property has no value as habitat for endangered, rare, or threatened species. Several technical studies were conducted which demonstrated that approval will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the property is adequately serviced by all required utilities and public services.

SECTION 4. Based on substantial evidence presented to the Planning Commission during the November 6, 2024 public hearing, including public testimony and written and oral staff reports, as well as CEQA, the CEQA Guidelines, technical studies, the Notice of Exemption, and the City's Municipal Code, the Planning Commission makes the following findings:

A. The proposed project is consistent with the Hawthorne General Plan. As noted in the accompanying staff report, the General Plan land use designation is General Commercial (GC), which allows development consistent with the proposed hotel. The General Plan allows the City to leverage the proximity to the Los Angeles International Airport, beaches, and the broader South Bay region by encouraging hotel development and related uses that attract travelers and tourists.

B. The design and improvement of the proposed development is consistent with Title 17 of the Hawthorne municipal code. As detailed in the accompanying staff report, the lot size, widths, and depths are appropriate for the project and it meets the development standards for setbacks, height, access, parking, and landscaping specified in the Hawthorne Municipal Code.

C. The site is physically suitable for hotel development. The property is generally flat, is currently vacant with the exception of a small, vacant one-story building, and is adjacent to existing commercial uses.

D. The proposed project is suitable for the future intended use because a hotel development, as proposed, is consistent with the provisions of the General Plan and Hawthorne Municipal Code in a location characterized by a mix of commercial uses.

E. The design of the project will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. Specifically, the property had been previously graded, is located in an urbanized area, and is not located in an area or region where such habitats exist, as detailed on the Notice of Exemption included with the staff report.

F. That the proposed use is properly one for which a conditional use permit is authorized by this code. Section 17.28.020 of the Hawthorne Municipal Code requires that an application for a new hotel obtain approval of a CUP from the Planning Commission.

G. That the proposed use will not adversely affect the adjoining land uses, or the growth and development of the area in which it is proposed to be located. The project is proposed in an area characterized by a mix of existing commercial uses and is designed with adequate parking. The project is also consistent with the direction of the general plan.

H. That the size and shape of the site proposed for the use is adequate to allow the full development of the proposed use, in a manner not detrimental to either the particular area or health and safety. The project meets requirements for minimum lot size, frontage, and access and has access to all necessary utilities.

I. That the traffic generated by the proposed expansion will not impose an undue burden upon the streets and highways designed and improved to carry the traffic in the area. The City's Public Works and Engineering Department reviewed the project and determined that the project will not cause significant affects. Further, a traffic study conducted for the project did not estimate any significant impacts. Entrances to the I-405 are located adjacent to the project to allow hotel guests to easily access both north and south directions.

J. That the granting of the conditional use permit under the conditions imposed (Exhibit A), will not be detrimental to the health and safety of the citizens of the City of Hawthorne because the proposed hotel will not result in any significant traffic, noise, air quality, or water quality effects and will be constructed to comply with all applicable building, fire, electrical, mechanical, and plumbing codes.

SECTION 5. Based on the forgoing, the Planning Commission hereby grants Conditional Use Permit 2022CU11 subject to the conditions set forth in Exhibit "A" attached hereto.

SECTION 6. This resolution shall become effective ten days after its adoption, unless within that period of time it is appealed to the City Council. In the event of an appeal, this Resolution shall not become effective unless reinstated by the City Council after the hearing on the appeal. The City Council Resolution determining the appeal shall be controlling, and unless the matter is remanded to the Planning Commission, the Resolution of the City Council shall be final.

SECTION 7. The time within which and the manner in which a legal action seeking judicial review of this resolution, if not appealed to the City Council, on grounds other than failure to comply with the California Environmental Quality Act, may be filed is governed by Government Code Section 65009 and California Code of Civil Procedure Sections 1094.5 and 1094.6.

SECTION 8. A copy of this Resolution shall be mailed to the applicant and copies shall be filed with the City.

PASSED, APPROVED, and ADOPTED this 6th day of November, 2024.

ATTEST:

RYAN RICHARD, CHAIRPERSON
HAWTHORNE PLANNING COMMISSION

GREGG McCLAIN, SECRETARY
HAWTHORNE PLANNING COMMISSION

EXHIBIT A

STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

Application: 2022CU11

Applicant: Mohammad Pournamdari (5151 El Segundo LLC)

Location: 5151 El Segundo Blvd. (APN 4142-011-034)

CODE REQUIREMENTS AND STANDARDS

The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the Applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any approved “conditions of approval” noted below. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Hawthorne.

1. Failure of the applicant to comply with the conditions as set forth above shall be cause for the Planning Commission to immediately institute a Public Hearing for revocation purposes.
2. The property shall be developed in complete conformity with the plans approved by the Planning Commission on April 17, 2024, as revised and conditioned by the requirements contained in this resolution of approval for Conditional Use Permit application 2022CU11. Any more intensive use of the property, or deviation from said plans, shall first be reviewed as a modification of this permit.
3. Conditions of approval shall be attached to plans upon submittal for plan check.
4. A temporary construction fence of no less than six feet in height, or an equivalent screening barrier, shall be provided along the site boundaries at the onset of construction activities to protect adjacent properties and uses from noise, dust, and visual nuisance.
5. Any graffiti painted or marked upon the premises or any adjacent area under the control of the applicant shall be removed or painted over within 24 hours of being applied. If graffiti is not removed within 24 hours of notification, the City of Hawthorne shall remove the graffiti and invoice the applicant for the cost of clean-up.
6. Any changes or modifications of the conditions, as set below, require prior approval from the Department of Public Works:
 - All right-of-ways/easements affecting and/or within the project limits shall be noted on plan submitted for building permits.
 - Legal description shall be shown on plans.
 - Repair of cracked and/or deteriorated sidewalk, curb and gutter prior to issuance of building permits.
 - Provide dimensions for all driveway and all driveway approaches and width of adjacent parkway and sidewalk on all future plans.

- Provide curb drains as necessary.
 - Locate and indicate all traffic control devices (such as signal, stop no parking signs, etc.) and driveways adjacent to this property.
 - Locate all utilities within the project, on the street, side street, and alleyways bordering this project.
 - Locate and indicate all existing streetlights adjacent to this project.
 - Locate and indicate all streets striping adjacent to the project.
 - Project shall comply with City's NPDES requirements. Submit plans for NPDES review as soon as possible. Plans must address SWPPP, bioswale, infiltration chambers and other required features of LID plan. Percolation test for the property shall be provided. LID shall be done in accordance to the latest State NPDES permit requirements and Hawthorne Municipal code (HMC 8.50.170). On-site storm water runoff shall be retained by using infiltration chamber/s.
 - Project will require a Construction and Demolition Materials Report detailing all disposal, recycling and reuse activities. Final permit approval requires submittal of this report. A deposit may also be required upon issuance of demo permit. Contact Engineering Department 310-349-2980.
 - All new driveways shall meet the current ADA standards.
 - Existing driveway/s not utilized by the proposed project shall be removed and replaced with curb, gutter, parkway and sidewalk per City's standards.
 - Landscape and any structure adjacent to the driveway shall not be more than 3.5' high to provide adequate sight distance.
 - All overhead utilities shall be moved underground.
 - Additional studies may be required by the Engineering/Public Works Department per State and Federal regulations.
7. The applicant shall comply with all applicable requirements and provisions of the Uniform Building Code, Uniform Fire Code, and the Hawthorne Municipal Code. The applicant shall also comply with any additional requirements of the Chief of Fire Services, Director of Building and Safety, and the Director of Planning, as related to this application.

CONDITIONS OF APPROVAL

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project per Section 17.48.060 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Hawthorne.

8. The building shall be required to be maintained in an "as-new" state and updated as colors and materials chip, flake, discolor, fade, or break. If notified by the City, the operator will

have 30 days in which to make substantial progress toward repairing and refurbishing the facility to an “as new” state.

9. Applicant(s)/Operator shall install and maintain security cameras pursuant HMC Chapter 17.78.020 and provide a Security Plan, subject to the approval of the Police Department and City Planning Department. The security cameras shall cover all common areas of the property, high-risk areas, sidewalks areas, and entrances or exits. As deemed required by the Police Department, the Security Plan shall provide remote access to the Police Department for any web based wire security camera system.
10. A minimum of 132 vehicle parking spaces shall be provided in accordance to HMC Chapter 17.58. Parking spaces shall be double striped (two striped lines, three inches in width each with an intervening space of six inches). The applicant shall provide at least five accessible parking stalls, including one for vans, unless more is indicated by the Building and Safety Department or as required by federal or state law. Site plans shall clearly indicate the location, size, and dimensions of all parking provided on site. The parking lot shall be continuously maintained and repaired at all times to prevent breakage, holes, and vegetation growth in the paved areas.
11. Access to the hotel and parking lot by guests shall only be permitted from El Segundo Blvd., other than emergency exits as required by the Building and Safety Department and the Fire Department.
12. Trash/Recycling area shall be provided per the Hawthorne Municipal Code Chapter 17.54 and State Regulations. The trash/recycle storage area shall not be less than 56 sq. ft. If this storage area is not sufficient, additional pickups shall be scheduled by the applicant.
13. Trash/Recycling area shall be locked at all times when not in use and containers shall not be placed in or block access to required parking. Trash and recycling pick-up and emptying or disposing of trash/recycling is permitted to occur only between the hours of 7:00am and 8:00pm.
14. Hours of Operation:
 - Hotel may operate 24 hours per day, 7 days a week.
 - Kitchen service may operate 24 hours, daily, to serve hotel guest rooms and enclosed common areas only.
 - Terrace deck activities and amenities – hours of operation are limited between 7:00am to 10:00pm daily and available to hotel guests.
15. Noise/Music/Entertainment:
 - Property shall abide by the special noise provisions per HMC Section 17.28.070.
 - Only low-volume, ambient, background music may be permitted within the rooftop terrace and hotel lobby areas between 7:00am to 10:00pm.
 - Live entertainment features or amplified music is prohibited in the rooftop outdoor areas during all hours of operation, except during preapproved special event occasions approved by the City of Hawthorne.

- The applicant shall not sublet, lease or rent the premises to outside promoters for public access activities unless a special events permit has been approved by the City of Hawthorne.
 - The applicant shall monitor any use of the rooftop terrace area by individuals who are not registered guests.
16. HMC Section 17.58.040 specifies that 5 percent of the property shall be landscaped in all open areas, including the frontage of the property, and the proposed rooftop terrace. Landscape shall be in substantial conformity with the approved plans including plant type and square footage.
 17. Prior to issuance of building permits, the plans must demonstrate compliance with the City's Water Efficient Landscaping ordinance, found in HMC Chapter 17.89.
 18. Prior to site demolition and grading, a Soil Management Plan (SMP) must be approved by the City. The SMP must establish guidelines to address potential areas of impact as described in the Phase I ESA completed by Kimley Horn in 2023.
 19. The applicant shall provide exterior lighting and/or landscape lighting to the exterior of the 1st floor level parking, fronting El Segundo Blvd., as approved by the Planning Commission when returning for approval of required landscaping.
 20. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential or commercial properties and the public right-of-way.
 21. Applicant shall not provide alcoholic beverage sales or services unless a conditional use permit separate from 2022CU11 is first approved by the Planning Commission.
 22. Prior to issuance of a building permit, the applicant shall provide verifiable proof that approval has been obtained from Union Pacific Railroad and any other necessary entity for access to the entrance driveway of the project's parking.
 23. The applicant shall provide a shuttle that runs between the project site and a location designated by Los Angeles International Airport (LAX) for hotel shuttle drop-off and pick-up on a regular schedule to provide transportation for guests to and from the airport.
 24. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, and in accordance with any stated laws or regulations, or any amendments thereto.
 25. The Planning Department, Public Works Department, Police Department, Building and Safety Department, and contract agencies (Los Angeles County Fire Department) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. Any questions of intent or interpretations of any condition of approval shall be resolved by the appropriate Department or Agency upon written request of such interpretation.
 26. The Planning Director may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans or conditions of approval based on changed circumstances, new information, or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not

be issued until the proposed minor amendment is reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Hawthorne Municipal Code.

27. The Applicant, and each of its heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Hawthorne and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.
28. As established in HMC Section 17.06.090, Planning Commission approvals of the Conditional Use Permit expire three years from the date of the final decision unless the property is used in conformance with the planning approvals.

ATTACHMENT 3

PC RESOLUTION 2024-22

**PLANNING COMMISSION RESOLUTION NO. 2024-22
DESIGN REVIEW APPLICATION 2022DR06**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF HAWTHORNE ADOPTING A NOTICE OF EXEMPTION UNDER
THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND
APPROVING DESIGN REVIEW APPLICATION 2022DR06 TO
ALLOW THE DEVELOPMENT OF A 6-STORY, 142 GUESTROOM
HOTEL ON THE PROPERTY LOCATED AT 5151 EL SEGUNDO
BLVD (APN 4142-011-034) AND MAKING FINDINGS IN SUPPORT
THEREOF**

WHEREAS, on March 19, 2014, Mohammad Pournamdari (Applicant), obtained approval of Conditional Use Permit (CUP) 2013CU10, PC Resolution 2014-07, for a 6-story, 129 guest room hotel; and

WHEREAS, on June 15, 2016, the Applicant obtained approval of Conditional Use Permit (CUP) 2016CU05, PC Resolution 2016-23, which amended the original approval to increase the number of guestrooms from 129 to 135 guestrooms; and

WHEREAS, in June 2019, entitlements expired for CUP 2016CU05 and the Applicant was required to file a new CUP application to develop a hotel project on the property; and

WHEREAS, on November 16, 2022, the Applicant filed an application requesting the approval of Conditional Use Permit application 2022CU11 and Design Review 2022DR06 for approval of a 6-story, 142 guestroom hotel (Project) in the City of Hawthorne; and

WHEREAS, on February 1, 2023, the Planning Commission heard and considered the project in a properly noticed public hearing and requested more information from the applicant regarding the design and potential environmental impacts; and

WHEREAS, during the meeting of February 1, 2023, concerns were raised by the Commissioners and the public concerning hours of operation and noise; and

WHEREAS, during the meeting of February 1, 2023, the Planning Commission requested technical studies to be performed to ensure no significant environmental impacts would occur to air quality, water quality, noise, and traffic; and

WHEREAS, technical studies were conducted to examine traffic impacts, including Vehicle Miles Traveled (VMT), noise impacts, air quality impacts, and water quality impacts; and

WHEREAS, the technical studies found there to be no impacts by project construction or operation to noise, air quality, or water quality; and

WHEREAS, the Phase I ESA technical study found there to be no impacts as long as a Soil Management Plan was approved and implemented prior to issuance of demolition or grading permits; and

WHEREAS, the Application applies to a 28,269 square foot property that contains a vacant one-story vacant building (APN 4042-011-034); and

WHEREAS, the Land Use Element of the General Plan designates the project as General Commercial. The project is consistent with the General Plan because this designation allows for commercial uses, including hotels; and

WHEREAS, in accordance with HMC Chapter 17.99 – Design Review, which states approval by the Planning Commission, appointed as the Design Review Board (DRB), is required to ensure projects meet the requirements of the chapter; and

WHEREAS, the subject property is situated adjacent to existing residentially zoned properties and the proposed improvements encompass more than 1,000 sq. ft. of building and site surfaces. As such, it is not exempted from the requirements of Chapter 17.99 – Design Review per HMC Section 17.99.030 – Exceptions; and

WHEREAS, a duly noted public hearing on the Conditional Use and Design Review applications was held before the Planning Commission on November 6, 2024; and

WHEREAS, evidence was heard and presented from all persons in favor of the application, from all persons opposed to the application and from members of the City staff; and that the Planning Commission having heard and received all of said evidence, testimony and statements and being fully informed of the application, approves Resolution No. 2024-22.

THE PLANNING COMMISSION OF THE CITY OF HAWTHORNE DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the HMC.

SECTION 3. Upon independent review and consideration of the written and oral comments of interested parties thereon, the responses thereto by City staff, the Conditions of Approval (Exhibit A) as well as the entire record of its proceedings and the Notice of Exemption and its associated technical studies concerning the project, and having exercised its independent judgment thereon, the Planning Commission hereby finds that the proposed project will not have a significant impact on the environment and that it qualifies as exempt from CEQA pursuant to State CEQA Guidelines Sections 15332 that is intended to promote infill development within urbanized areas. The class of exemption (Class 32) consists of environmentally benign in-fill projects that are consistent with the general plan and zoning requirements, and do not result in any significant traffic,

noise, air quality, or water quality effects. The general plan designation is GC (General Commercial) and permits hotel development; is zoned General Commercial (C-3), which allows and contains standards for hotel development; and properties surrounding the site have similar zoning designations. The proposed development occurs on a property of no more than five acres and is completely surrounded by urban uses. The previously graded property has no value as habitat for endangered, rare, or threatened species. Several technical studies were conducted which demonstrated that approval will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the property is adequately serviced by all required utilities and public services.

SECTION 4. Based on substantial evidence presented to the Planning Commission during the November 6, 2024 public hearing, including public testimony and written and oral staff reports, as well as CEQA, the CEQA Guidelines, technical studies, the Notice of Exemption, and the City's Municipal Code, the Planning Commission makes the following findings:

A. The proposed project is consistent with the Hawthorne General Plan. As noted in the accompanying staff report, the General Plan land use designation is General Commercial (GC), which allows development consistent with the proposed hotel. The General Plan allows the City to leverage the proximity to the Los Angeles International Airport, beaches, and the broader South Bay region by encouraging hotel development and related uses that attract travelers and tourists.

B. The design and improvement of the proposed development is consistent with Title 17 of the Hawthorne municipal code. As detailed in the accompanying staff report, the lot size, widths, and depths are appropriate for the project and it meets the development standards for setbacks, height, access, parking, and landscaping specified in the Hawthorne Municipal Code.

C. The site is physically suitable for hotel development. The property is generally flat, is currently vacant with the exception of a small, vacant one-story building, and is adjacent to existing commercial uses.

D. The proposed project is suitable for the future intended use because a hotel development, as proposed, is consistent with the provisions of the General Plan and Hawthorne Municipal Code in a location characterized by a mix of commercial uses.

E. The design of the project will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. Specifically, the property had been previously graded, is located in an urbanized area, and is not located in an area or region where such habitats exist, as detailed on the Notice of Exemption included with the staff report.

F. That the proposed use is properly one for which a conditional use permit is authorized by this code. Section 17.28.020 of the Hawthorne Municipal Code requires that an application for a new hotel obtain approval of a CUP from the Planning Commission.

G. That the proposed use will not adversely affect the adjoining land uses, or the growth and development of the area in which it is proposed to be located. The project is proposed in an area characterized by a mix of existing commercial uses and is designed with adequate parking. The project is also consistent with the direction of the general plan.

H. That the size and shape of the site proposed for the use is adequate to allow the full development of the proposed use, in a manner not detrimental to either the particular area or health and safety. The project meets requirements for minimum lot size, frontage, and access and has access to all necessary utilities.

I. That the traffic generated by the proposed expansion will not impose an undue burden upon the streets and highways designed and improved to carry the traffic in the area. The City's Public Works and Engineering Department reviewed the project and determined that the project will not cause significant affects. Further, a traffic study conducted for the project did not estimate any significant impacts. Entrances to the I-405 are located adjacent to the project to allow hotel guests to easily access both north and south directions.

J. That the granting of the conditional use permit under the conditions imposed (Exhibit A), will not be detrimental to the health and safety of the citizens of the City of Hawthorne because the proposed hotel will not result in any significant traffic, noise, air quality, or water quality effects and will be constructed to comply with all applicable building, fire, electrical, mechanical, and plumbing codes.

SECTION 5. Based on the forgoing, the Planning Commission hereby grants Design Review 2022DR06 subject to the conditions set forth in Exhibit "A" attached hereto.

SECTION 6. This resolution shall become effective ten days after its adoption, unless within that period of time it is appealed to the City Council. In the event of an appeal, this Resolution shall not become effective unless reinstated by the City Council after the hearing on the appeal. The City Council Resolution determining the appeal shall be controlling, and unless the matter is remanded to the Planning Commission, the Resolution of the City Council shall be final.

SECTION 7. The time within which and the manner in which a legal action seeking judicial review of this resolution, if not appealed to the City Council, on grounds other than failure to comply with the California Environmental Quality Act, may be filed is governed by Government Code Section 65009 and California Code of Civil Procedure Sections 1094.5 and 1094.6.

SECTION 8. A copy of this Resolution shall be mailed to the applicant and copies shall be filed with the City.

PASSED, APPROVED, and ADOPTED this 6th day of November, 2024.

ATTEST:

RYAN RICHARD, CHAIRPERSON
HAWTHORNE PLANNING COMMISSION

GREGG McClAIN, SECRETARY
HAWTHORNE PLANNING COMMISSION

EXHIBIT A

STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

Application: 2022DR06

Applicant: Mohammad Pournamdari (5151 El Segundo LLC)

Location: 5151 El Segundo Blvd. (APN 4142-011-034)

CODE REQUIREMENTS AND STANDARDS

The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the Applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any approved “conditions of approval” noted below. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Hawthorne.

1. Failure of the applicant to comply with the conditions as set forth above shall be cause for the Planning Commission to immediately institute a Public Hearing for revocation purposes.
2. The property shall be developed in complete conformity with the plans approved by the Planning Commission on April 17, 2024, as revised and conditioned by the requirements contained in this resolution of approval for Design Review 2022DR06. Any more intensive use of the property, or deviation from said plans, shall first be reviewed as a modification of this permit.
3. Conditions of approval shall be attached to plans upon submittal for plan check.
4. A temporary construction fence of no less than six feet in height, or an equivalent screening barrier, shall be provided along the site boundaries at the onset of construction activities to protect adjacent properties and uses from noise, dust, and visual nuisance.
5. Any graffiti painted or marked upon the premises or any adjacent area under the control of the applicant shall be removed or painted over within 24 hours of being applied. If graffiti is not removed within 24 hours of notification, the City of Hawthorne shall remove the graffiti and invoice the applicant for the cost of clean-up.
6. Any changes or modifications of the conditions, as set below, require prior approval from the Department of Public Works:
 - All right-of-ways/easements affecting and/or within the project limits shall be noted on plan submitted for building permits.
 - Legal description shall be shown on plans.
 - Repair of cracked and/or deteriorated sidewalk, curb and gutter prior to issuance of building permits.
 - Provide dimensions for all driveway and all driveway approaches and width of adjacent parkway and sidewalk on all future plans.

- Provide curb drains as necessary.
 - Locate and indicate all traffic control devices (such as signal, stop no parking signs, etc.) and driveways adjacent to this property.
 - Locate all utilities within the project, on the street, side street, and alleyways bordering this project.
 - Locate and indicate all existing streetlights adjacent to this project.
 - Locate and indicate all streets striping adjacent to the project.
 - Project shall comply with City's NPDES requirements. Submit plans for NPDES review as soon as possible. Plans must address SWPPP, bioswale, infiltration chambers and other required features of LID plan. Percolation test for the property shall be provided. LID shall be done in accordance to the latest State NPDES permit requirements and Hawthorne Municipal code (HMC 8.50.170). On-site storm water runoff shall be retained by using infiltration chamber/s.
 - Project will require a Construction and Demolition Materials Report detailing all disposal, recycling and reuse activities. Final permit approval requires submittal of this report. A deposit may also be required upon issuance of demo permit. Contact Engineering Department 310-349-2980.
 - All new driveways shall meet the current ADA standards.
 - Existing driveway/s not utilized by the proposed project shall be removed and replaced with curb, gutter, parkway and sidewalk per City's standards.
 - Landscape and any structure adjacent to the driveway shall not be more than 3.5' high to provide adequate sight distance.
 - All overhead utilities shall be moved underground.
 - Additional studies may be required by the Engineering/Public Works Department per State and Federal regulations.
7. The applicant shall comply with all applicable requirements and provisions of the Uniform Building Code, Uniform Fire Code, and the Hawthorne Municipal Code. The applicant shall also comply with any additional requirements of the Chief of Fire Services, Director of Building and Safety, and the Director of Planning, as related to this application.

CONDITIONS OF APPROVAL

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project per Section 17.48.060 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Hawthorne.

8. The building shall be required to be maintained in an "as-new" state and updated as colors and materials chip, flake, discolor, fade, or break. If notified by the City, the operator will

have 30 days in which to make substantial progress toward repairing and refurbishing the facility to an “as new” state.

9. Applicant(s)/Operator shall install and maintain security cameras pursuant HMC Chapter 17.78.020 and provide a Security Plan, subject to the approval of the Police Department and City Planning Department. The security cameras shall cover all common areas of the property, high-risk areas, sidewalks areas, and entrances or exits. As deemed required by the Police Department, the Security Plan shall provide remote access to the Police Department for any web based wire security camera system.
10. A minimum of 132 vehicle parking spaces shall be provided in accordance to HMC Chapter 17.58. Parking spaces shall be double striped (two striped lines, three inches in width each with an intervening space of six inches). The applicant shall provide at least five accessible parking stalls, including one for vans, unless more is indicated by the Building and Safety Department or as required by federal or state law. Site plans shall clearly indicate the location, size, and dimensions of all parking provided on site. The parking lot shall be continuously maintained and repaired at all times to prevent breakage, holes, and vegetation growth in the paved areas.
11. Access to the hotel and parking lot by guests shall only be permitted from El Segundo Blvd., other than emergency exits as required by the Building and Safety Department and the Fire Department.
12. Trash/Recycling area shall be provided per the Hawthorne Municipal Code Chapter 17.54 and State Regulations. The trash/recycle storage area shall not be less than 56 sq. ft. If this storage area is not sufficient, additional pickups shall be scheduled by the applicant.
13. Trash/Recycling area shall be locked at all times when not in use and containers shall not be placed in or block access to required parking. Trash and recycling pick-up and emptying or disposing of trash/recycling is permitted to occur only between the hours of 7:00am and 8:00pm.
14. Hours of Operation:
 - Hotel may operate 24 hours per day, 7 days a week.
 - Kitchen service may operate 24 hours, daily, to serve hotel guest rooms and enclosed common areas only.
 - Terrace deck activities and amenities – hours of operation are limited between 7:00am to 10:00pm daily and available to hotel guests.
15. Noise/Music/Entertainment:
 - Property shall abide by the special noise provisions per HMC Section 17.28.070.
 - Only low-volume, ambient, background music may be permitted within the rooftop terrace and hotel lobby areas between 7:00am to 10:00pm.
 - Live entertainment features or amplified music is prohibited in the rooftop outdoor areas during all hours of operation, except during preapproved special event occasions approved by the City of Hawthorne.

- The applicant shall not sublet, lease or rent the premises to outside promoters for public access activities unless a special events permit has been approved by the City of Hawthorne.
 - The applicant shall monitor any use of the rooftop terrace area by individuals who are not registered guests.
16. HMC Section 17.58.040 specifies that 5 percent of the property shall be landscaped in all open areas, including the frontage of the property, and the proposed rooftop terrace. Landscape shall be in substantial conformity with the approved plans including plant type and square footage.
 17. Prior to issuance of building permits, the plans must demonstrate compliance with the City's Water Efficient Landscaping ordinance, found in HMC Chapter 17.89.
 18. Prior to site demolition and grading, a Soil Management Plan (SMP) must be approved by the City. The SMP must establish guidelines to address potential areas of impact as described in the Phase I ESA completed by Kimley Horn in 2023.
 19. The applicant shall provide exterior lighting and/or landscape lighting to the exterior of the 1st floor level parking, fronting El Segundo Blvd., as approved by the Planning Commission when returning for approval of required landscaping.
 20. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential or commercial properties and the public right-of-way.
 21. Applicant shall not provide alcoholic beverage sales or services unless a conditional use permit separate from 2022CU11 is first approved by the Planning Commission.
 22. Prior to issuance of a building permit, the applicant shall provide verifiable proof that approval has been obtained from Union Pacific Railroad and any other necessary entity for access to the entrance driveway of the project's parking.
 23. The applicant shall provide a shuttle that runs between the project site and a location designated by Los Angeles International Airport (LAX) for hotel shuttle drop-off and pick-up on a regular schedule to provide transportation for guests to and from the airport.
 24. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, and in accordance with any stated laws or regulations, or any amendments thereto.
 25. The Planning Department, Public Works Department, Police Department, Building and Safety Department, and contract agencies (Los Angeles County Fire Department) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. Any questions of intent or interpretations of any condition of approval shall be resolved by the appropriate Department or Agency upon written request of such interpretation.
 26. The Planning Director may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans or conditions of approval based on changed circumstances, new information, or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not

be issued until the proposed minor amendment is reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Hawthorne Municipal Code.

27. The Applicant, and each of its heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Hawthorne and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.
28. As established in HMC Section 17.06.090, Planning Commission approvals of the Conditional Use Permit and Design Review expire three years from the date of the final decision unless the property is used in conformance with the planning approvals.

ATTACHMENT 4

PC RESOLUTION 2024-23

**PLANNING COMMISSION RESOLUTION NO. 2024-23
STREET VACATION SD-2024-0001**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF HAWTHORNE RECOMMENDING ADOPTION OF A NOTICE OF
EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT (CEQA) AND APPROVAL OF STREET VACATION
SD-2024-0001 OF A PORTION OF BART AVENUE SOUTH OF
STACY AVENUE AND AN ALLEY LOCATED SOUTH OF BART
AVENUE FINDING IT TO BE IN CONFORMANCE WITH THE
GENERAL PLAN**

WHEREAS, the City of Hawthorne desires to vacate (1) a 50-foot-wide, 1,000 square foot portion of Bart Avenue located south of the intersection with Stacy Avenue in the City of Hawthorne and northerly of an alley and (2) a 20-foot-wide, 998 square foot alley located south of the intersection with Bart Avenue in the City of Hawthorne, as collectively recorded in Map Book 259, pages 17 through 18, inclusive, of the Official Records of Los Angeles County in 2012. The legal description of the proposed vacation is attached to this Resolution as Exhibit "A" and incorporated herein. A map showing the location of the proposed vacation is attached to this Resolution as Exhibit "B" and incorporated herein; and

WHEREAS, the vacation of the subject right-of-ways will be conditioned on the reservation of public utility and public service easements; and

WHEREAS, the proposed vacation is being conducted under the summary street vacation procedures set forth in the California Streets and Highways Code Section 8331; and

WHEREAS, the proposed vacation meets requirements in the California Streets and Highways Code Section 8331 as the right-of-way has been impassable for vehicular travel over five years and no public money was expended for maintenance of this right-of-way during that time; and

WHEREAS, the proposed vacation may also be conducted under the summary vacation of right-of-way or portion of a street set forth in the California Streets and Highways Code Section 8334; and

WHEREAS, the proposed vacation meets requirements in the California Streets and Highways Code Section 8334 as this portion of the right-of-way lies within property under one ownership, does not continue through the property, and is excess right-of-way not required for street or highway purposes; and

WHEREAS, a duly noted public hearing on the Conditional Use, Design Review, and Street Vacation applications was held before the Planning Commission on November 6, 2024; and

WHEREAS, evidence was heard and presented from all persons in favor of the application, from all persons opposed to the application and from members of the City staff; and that the Planning Commission having heard and received all of said evidence, testimony and statements and being fully informed of the application, approves Resolution No. 2024-23.

THE PLANNING COMMISSION OF THE CITY OF HAWTHORNE DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the HMC.

SECTION 3. Upon the determination of the City Council, if a Street Vacation is approved, a Notice of Exemption is recommended to be filed. Based upon independent review and consideration of the written and oral comments of interested parties thereon, the responses thereto by City staff, the entire record of its proceedings, and technical studies concerning the project, and having exercised its independent judgment thereon, the Planning Commission hereby finds that the proposed project will not have a significant impact on the environment and that it qualifies as exempt from CEQA pursuant to State CEQA Guidelines Sections 15332 that is intended to promote infill development within urbanized areas. The class of exemption (Class 32) consists of environmentally benign in-fill projects that are consistent with the general plan and zoning requirements, and do not result in any significant traffic, noise, air quality, or water quality effects. The general plan designation is GC (General Commercial) and permits hotel development; is zoned General Commercial (C-3), which allows and contains standards for hotel development; and properties surrounding the site have similar zoning designations. The proposed development occurs on a property of no more than five acres and is completely surrounded by urban uses. The previously graded property has no value as habitat for endangered, rare, or threatened species. Several technical studies were conducted which demonstrated that approval will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the property is adequately serviced by all required utilities and public services.

SECTION 4. Based on substantial evidence presented to the Planning Commission during the November 6, 2024 public hearing, including public testimony and written and oral staff reports, as well as CEQA, the CEQA Guidelines, technical studies, the Notice of Exemption, and the City's Municipal Code, the Planning Commission makes the following findings:

A. The proposed project is consistent with the Hawthorne General Plan. As noted in the accompanying staff report, the General Plan land use designation is General Commercial (GC), which allows development consistent with the proposed hotel at this location. Further, the Circulation Element establishes Goal 1.0 to provide for the safe and efficient movement of people, goods, and services throughout the City. Additionally, the Land Use Element Goal 2 provides that every effort shall be made to ensure that existing and future development will be compatible with surrounding uses.

B. The subject right-of-ways have never been developed or utilized as right-of-ways and the City has not indicated an intention to develop them. Due to their undeveloped nature, the City has expended no money for maintenance of the right-of-ways.

C. The subject right-of-ways lie completely within property under one ownership and do not continue through the property. The undeveloped nature of the right-of-ways demonstrates it is not required for street or highway purposes.

SECTION 5. Based on the forgoing, the Planning Commission hereby finds Street Vacation SD-2024-0001 to be in conformity with the General Plan and recommends approval of Street Vacation SD-2024-0001.

SECTION 6. The time within which and the manner in which a legal action seeking judicial review of this resolution, if not appealed to the City Council, on grounds other than failure to comply with the California Environmental Quality Act, may be filed is governed by Government Code Section 65009 and California Code of Civil Procedure Sections 1094.5 and 1094.6.

SECTION 7. The Planning Commission Secretary shall certify to the adoption of this Resolution and shall forward a copy to the City Council, City Clerk, City Manager, and City Attorney.

PASSED, APPROVED, and ADOPTED this 6th day of November, 2024.

ATTEST:

RYAN RICHARD, CHAIRPERSON
HAWTHORNE PLANNING COMMISSION

GREGG McCLAIN, SECRETARY
HAWTHORNE PLANNING COMMISSION

ATTACHMENT 5
PHASE I ESA

ATTACHMENT 6

AIR QUALITY MEMO

TECHNICAL MEMORANDUM

To: Gregg McClain, Planning Director, City of Hawthorne
From: Ryan Chiene and Sarah Miller, Kimley-Horn and Associates,
Date: September 25, 2023
Subject: 5151 West El Segundo Hotel Project – Air Quality Analysis

Purpose

The purpose of this technical memorandum is to identify the air quality emissions associated with construction and operations of the 5151 West El Segundo Hotel Project (“Project”), located in the City of Hawthorne, California. This memorandum has been prepared to support an exemption from the California Environmental Quality Act (CEQA) in accordance with State CEQA Guidelines Section 15332 (In-Fill Development Projects). Specifically, this analysis addresses the air quality criteria referenced in State CEQA Guidelines Section 15332(d).

Project Location

The approximately 0.65-acre subject property consists of one parcel (APN 4142-011-034) situated northwest of the West El Segundo Boulevard and Ocean Gate Avenue intersection, at 5151 West El Segundo Boulevard, City of Hawthorne, County of Los Angeles. The Project site is situated directly north of the San Diego Freeway (I-405) at West El Segundo Boulevard northbound off-ramp. The surrounding land uses are single-family residential uses to the north, El Segundo Boulevard to the south with an I-405 interchange beyond the roadway, a railroad corridor to the east with a commercial center beyond the corridor, and I-405 to the west. Additionally, an at-grade, Union Pacific Railroad (UPRR) single-track railroad crossing (No. 760603U) exists south of the Project site over West El Segundo Boulevard.

Project Description

Except for one approximately 640 square-foot (SF) building, which was formerly used for automotive services, the Project site is vacant and undeveloped. The Project proposes to demolish the existing 640 SF building and develop an approximately 109,188 SF, six-story hotel, with a floor area ratio (FAR) of approximately 2.5. The Project includes onsite amenities on the third floor including a rooftop terrace, a work area, a fitness center, laundry facilities, and a dining area. In total, the Project proposes 132 parking spaces, including 128 regular parking spaces and 4 Americans with Disabilities Act (ADA) spaces. Vehicular access to the Project site is proposed via two West El Segundo Boulevard driveways (both 20 feet wide): one driveway at the site’s southeastern corner, near the UPRR crossing, and one driveway at the site’s southern central portion. Construction is anticipated to commence in April 2024 and be completed by April 2025.

Air Quality Impacts

South Coast AQMD Thresholds

The South Coast Air Quality Management District (South Coast AQMD) is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange, Riverside, and San Bernardino Counties. The Project Site is located within the South Coast Air Basin, which is a distinct geographic subarea within South Coast AQMD's jurisdiction. The South Coast AQMD CEQA Air Quality Handbook provides significance thresholds for volatile organic compounds (VOC) (also referred to as reactive organic gases [ROG]), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), particulate matter 10 microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}). The thresholds apply to both Project construction and operation within the South Coast AQMD jurisdictional boundaries. If the South Coast AQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the City, as the Lead Agency under CEQA, determines the thresholds of significance for impacts. If a project proposes development that results in pollutant emissions in excess of the established thresholds, as outlined in [Table 1: South Coast Air Quality Management District Significance Thresholds](#), a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

Table 1: South Coast Air Quality Management District Significance Thresholds		
Pollutant	Mass Daily Thresholds (pounds per day)	
	Construction	Operations
Nitrogen Oxides (NO _x)	100	55
Volatile Organic Compounds (VOC) ¹	75	55
Particulate Matter up to 10 Microns (PM ₁₀)	150	150
Particulate Matter up to 2.5 Microns (PM _{2.5})	55	55
Sulphur Oxides (SO _x)	150	150
Carbon Monoxide (CO)	550	550
Notes:		
1. VOCs and ROG are subsets of organic gases that are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. Although they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis.		
Source: South Coast Air Quality Management District, South Coast AQMD Air Quality Significance Thresholds, April 2019.		

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are ozone-precursor pollutants (i.e., ROG and NO_x, PM₁₀, and PM_{2.5}). Construction-related pollutant emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the South Coast AQMD's thresholds of significance. Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Airborne particulate

matter emissions are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities for the Project is estimated to be approximately 12 months, beginning in April 2024, and ending in April 2025. The Project would demolish the existing 640 square-foot (SF) building and in its place construct an approximately 109,188 SF, six-story hotel with parking structure.

The Project's construction-related pollutant emissions were calculated using the California Air Resources Board (CARB)-approved California Emissions Estimator Model (CalEEMod), which is designed to model emissions for land use development projects, based on typical construction requirements. See [Appendix A: CalEEMod Modeling Results](#) for more information regarding the construction assumptions used in this analysis. The Project's predicted maximum daily construction-related pollutant emissions are identified in [Table 2: Project Construction Emissions](#).

Table 2: Project Construction Emissions						
Construction Year	Emissions (pounds per day) ¹					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2024	1.22	11.42	12.48	0.02	2.70	1.52
2025	11.12	6.96	11.64	0.02	1.13	0.44
Maximum Emissions	11.12	11.42	12.48	0.02	2.70	1.52
South Coast AQMD Threshold	75	100	550	150	150	55
South Coast AQMD Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. South Coast AQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.						
Source: CalEEMod version 2022.1.1.18. Refer to Appendix A for model outputs.						

As shown in [Table 2](#), the Project's construction-related pollutant emissions would remain below their respective South Coast AQMD thresholds. Therefore, the Project's construction-related emissions would be less than significant. Notwithstanding, the Project would be subject to South Coast AQMD Rules 402, 403, and 1113, which prohibit nuisances, require dust control measures, and limit VOC content in paints, respectively. Compliance with the standard South Coast AQMD rules would minimize specific construction-related emissions.

Operational Emissions

Operational emissions are typically associated with mobile sources (e.g., motor vehicle use) and area sources (e.g., landscape maintenance equipment, (if permitted) emergency generators, hearths, consumer products, and architectural coatings). Energy source emissions would be generated from

electricity and natural gas (non-hearth) usage. Table 3: Project Operational Emissions summarizes the Project's operational emissions.

Table 3: Project Operational Emissions						
Source	Emissions (pounds per day)¹					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area	2.47	<1	4.74	<1	<1	<1
Energy	<1	<1	0.46	<1	<1	<1
Mobile	3.55	2.26	22.38	<1	4.09	1.06
Total	6.06	2.85	27.59	<1	4.14	1.11
South Coast AQMD Threshold	55	55	550	150	150	55
South Coast AQMD Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. Emissions were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.18, as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported.						
Source: CalEEMod version 2022.1.1.18. Refer to <u>Appendix A</u> for model outputs.						

As shown in Table 3, the Project's operational pollutant emissions would remain below their respective South Coast AQMD thresholds. Therefore, the Project's operational pollutant emissions would be less than significant.

Localized Construction Emissions

The sensitive receptors nearest the Project site are the single-family residential uses located 50 feet to the north. To identify impacts to sensitive receptors, the South Coast AQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to South Coast AQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The South Coast AQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects.

Because CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 4: Equipment-Specific Grading Rates is used to determine the maximum daily disturbed acreage for comparison to LSTs.

For this Project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Southwest Coastal LA County (SRA 3) area since this area includes the Project site. LSTs apply to NO_x, CO, PM₁₀, and PM_{2.5}. The South Coast AQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres in size. Based on the daily equipment modeled in CalEEMod, Project construction is anticipated to disturb approximately 1.0 acre in a single day. As such, the LSTs for a maximum daily disturbance of 1.0 acre was used in this analysis.

Table 4: Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Graders	1	0.5	8	0.5
	Tractors/Loaders/Backhoes	1	0.5	8	0.5
Total Acres Graded per Day					1.0
Source: CalEEMod version 2022.1.1.18.					

South Coast AQMD's methodology indicates that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The sensitive receptor nearest the Project site is the single-family residence located approximately 50 feet (approximately 15 meters) to the north. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the South Coast AQMD, LSTs for receptors located at 25 meters were used in this analysis. [Table 5: Localized Significance of Emissions](#), presents the results of localized emissions during construction. As shown in [Table 5](#), pollutant emissions on the peak day of construction would remain below their respective South Coast AQMD localized screening thresholds thus, would not result in significant concentrations of pollutants at the nearest sensitive receptor. Therefore, the Project would result in less than significant impacts concerning LSTs during construction activities.

Table 5: Localized Significance of Emissions				
Source/Activity	Emissions (pounds per day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction Emissions				
Demolition 2024	4.69	5.79	0.19	0.17
Site Preparation 2024	4.60	5.56	0.24	0.22
Grading 2024	11.39	10.72	0.53	0.49
Building Construction 2024	5.60	6.98	0.26	0.23
Building Construction 2025	5.14	6.94	0.22	0.20
Paving 2025	4.37	5.31	0.19	0.18
Architectural Coating 2025	0.88	1.14	0.03	0.03
<i>Maximum Daily Emissions</i>	<i>11.39</i>	<i>10.72</i>	<i>0.53</i>	<i>0.49</i>
South Coast AQMD Localized Screening Threshold (1 acre of disturbance at 25 meters)	91	664	5	3
Exceed South Coast AQMD Threshold?	No	No	No	No
Operational Emissions				
On-Site Emissions (Area + Energy Sources)	0.59	5.21	0.05	0.05
South Coast AQMD Localized Screening Threshold (1 acre of disturbance at 25 meters)	91	664	1	1
Exceed South Coast AQMD Threshold?	No	No	No	No
Source: CalEEMod version 2022.1.1.18. Refer to Appendix A for model data outputs.				

Localized Operational Emissions

According to the South Coast AQMD localized significance threshold methodology, LSTs apply to on-site sources. LSTs for sensitive receptors located at 50 meters for SRA 3 were conservatively used in this analysis. The 1.0-acre LST threshold was used for the 0.65-acre Project site. The operational emissions shown in [Table 5](#) include all onsite Project-related stationary sources (i.e., area and energy sources). As shown in [Table 5](#), the maximum daily operational pollutant emissions would remain below their respective South Coast AQMD localized screening thresholds, thus, would not result in significant concentrations of pollutants at the nearest sensitive receptor. Therefore, the Project would result in less than significant impacts concerning LSTs during construction activities. Therefore, Project would result in less than significant impacts concerning LSTs during operations.

Carbon Monoxide Hot Spots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service (LOS) of an intersection from the Project would have the potential to result in exceedances of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS). It has

long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CAAQS for CO is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the South Coast Air Basin by the South Coast AQMD can assist in evaluating the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the South Coast AQMD's 2003 Air Quality Management Plan. The Basin was re-designated as attainment in 2007 and is no longer addressed in the South Coast AQMD's Air Quality Management Plan (AQMP). The 2003 AQMP is the most recent AQMP that addresses CO concentrations. As part of the South Coast AQMD CO Hotspot analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35 ppm NAAQS. The Project would not produce the volume of traffic required to generate a CO hot spot in the context of South Coast AQMD's 2003 CO hot spot analysis, since the Project would generate approximately 1,135 ADT.¹ As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even with an ADT volume of 100,000 vehicles, it can be reasonably inferred that CO hotspots would not be experienced in the Project vicinity. Therefore, the Project would result in a less than significant impact concerning CO hotspots.

AQMP Plan Consistency

The Project is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast AQMD. The South Coast AQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. To reduce such emissions, the South Coast AQMD drafted the 2016 and 2022 AQMPs (AQMPs). The AQMPs establish a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The AQMPs are a regional and multi-agency effort including the South Coast AQMD, the CARB, the Southern California Association of Governments (SCAG), and the Environmental Protection Agency (EPA). The AQMPs' pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy)* (RTP/SCS) and updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments based, in part, on projections originating with county and city general plans. The Project is subject to the South Coast AQMD's AQMPs.

¹ KOA Corporation, 2023, *Traffic Study for 5151 W El Segundo Boulevard, Hawthorne CA*, Table 4: Project Trip Generation.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1** – The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2** – The Project will not exceed the assumptions noted in the AQMP or increments based on the years of the Project build-out phase.

According to the South Coast AQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in [Table 2](#) and [Table 5](#), the Project's construction-related pollutant emissions would remain below their respective South Coast AQMD thresholds. Furthermore, as shown in [Table 3](#) and [Table 5](#), the Project's operational pollutant emissions would remain below their respective South Coast AQMD thresholds. As such, the Project would not contribute to an existing air quality violation. Therefore, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMPs contain air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project site is designated General Commercial (GC),¹ which is intended for "those office activities which serve both the local and regional markets."² The Project proposes a six-story hotel, which would serve both local and regional markets. Therefore, the Project would be consistent with the GC designation's intended uses for the site. Additionally, the Project would not result in a direct increase in the City's permanent population. Therefore, the Project would not result in unplanned population or employment growth in the City or exceed the population or employment growth projections used by the South Coast AQMD to develop the AQMPs. Thus, the Project is consistent with the second criterion.

Based on these criteria, the Project would not conflict with or obstruct implementation of the AQMPs, and impacts would be less than significant.

2 City of Hawthorne. (1990). *Hawthorne Land Use Element City of Hawthorne General Plan*. Hawthorne, CA: City of Hawthorne. Retrieved from:

<https://www.cityofhawthorne.org/home/showpublisheddocument/342/637563255420170000>

3 City of Hawthorne. (2019). *Hawthorne, California Zoning*. Retrieved from:

<https://www.cityofhawthorne.org/home/showpublisheddocument/330/637527551558470000>

Conclusion

The Project would result in less than significant construction and operational air quality impacts as the Project's pollutant emissions would remain below their respective South Coast AQMD thresholds. No mitigation would be required. Therefore, the Project's approval would not result in any significant effects relating to air quality pursuant to State CEQA Guidelines Section 15332(d).

Appendix A

CalEEMod Modeling Results

5151 W El Segundo Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	5151 W El Segundo
Construction Start Date	4/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	17.6
Location	33.916770710386274, -118.36887434028745
County	Los Angeles-South Coast
City	Hawthorne
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4523
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.18

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Hotel	142	Room	0.24	70,672	291	—	—	—
Enclosed Parking with Elevator	0.41	Acre	0.41	38,516	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.45	10.4	11.4	12.5	0.02	0.53	2.17	2.70	0.49	1.02	1.52	—	2,530	2,530	0.10	0.11	4.12	2,570
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.08	11.1	6.96	11.6	0.02	0.26	0.87	1.13	0.24	0.21	0.44	—	2,728	2,728	0.12	0.12	0.11	2,766
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	1.93	3.95	5.39	0.01	0.17	0.52	0.69	0.16	0.18	0.34	—	1,159	1,159	0.05	0.04	0.66	1,174
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	0.35	0.72	0.98	< 0.005	0.03	0.09	0.13	0.03	0.03	0.06	—	192	192	0.01	0.01	0.11	194
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—

Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.45	1.22	11.4	12.5	0.02	0.53	2.17	2.70	0.49	1.02	1.52	—	2,530	2,530	0.10	0.11	4.12	2,570
2025	0.20	10.4	0.92	1.78	< 0.005	0.03	0.12	0.15	0.03	0.03	0.05	—	260	260	0.01	0.01	0.46	263
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.94	0.78	6.56	10.2	0.02	0.26	0.75	1.02	0.24	0.18	0.43	—	2,496	2,496	0.10	0.11	0.11	2,532
2025	1.08	11.1	6.96	11.6	0.02	0.25	0.87	1.13	0.23	0.21	0.44	—	2,728	2,728	0.12	0.12	0.11	2,766
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.54	0.45	3.95	5.39	0.01	0.17	0.52	0.69	0.16	0.18	0.34	—	1,159	1,159	0.05	0.04	0.66	1,174
2025	0.13	1.93	0.82	1.37	< 0.005	0.03	0.09	0.12	0.03	0.02	0.05	—	293	293	0.01	0.01	0.19	297
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.10	0.08	0.72	0.98	< 0.005	0.03	0.09	0.13	0.03	0.03	0.06	—	192	192	0.01	0.01	0.11	194
2025	0.02	0.35	0.15	0.25	< 0.005	0.01	0.02	0.02	< 0.005	< 0.005	0.01	—	48.5	48.5	< 0.005	< 0.005	0.03	49.2

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.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.43	8.52	11.6	33.9	0.06	0.44	4.05	4.50	0.44	1.03	1.47	48.8	7,713	7,761	5.40	0.26	127	8,100
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.53	7.69	11.8	28.1	0.06	0.44	4.05	4.49	0.43	1.03	1.46	48.8	7,501	7,550	5.42	0.27	111	7,876
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.75	6.07	4.08	26.3	0.05	0.13	4.01	4.14	0.12	1.02	1.14	48.8	6,480	6,528	5.37	0.26	118	6,857
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.87	1.11	0.74	4.80	0.01	0.02	0.73	0.76	0.02	0.19	0.21	8.08	1,073	1,081	0.89	0.04	19.5	1,135
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.82	3.55	2.07	22.4	0.05	0.03	4.05	4.09	0.03	1.03	1.06	—	4,676	4,676	0.29	0.21	16.9	4,764
Area	0.84	2.47	0.04	4.75	< 0.005	0.01	—	0.01	0.01	—	0.01	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Energy	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,734	1,734	0.16	0.01	—	1,742
Water	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Waste	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Stationary	2.70	2.46	8.94	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	0.00	1,259	1,259	0.05	0.01	0.00	1,263
Total	7.43	8.52	11.6	33.9	0.06	0.44	4.05	4.50	0.44	1.03	1.47	48.8	7,713	7,761	5.40	0.26	127	8,100
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.77	3.50	2.26	21.4	0.04	0.03	4.05	4.09	0.03	1.03	1.06	—	4,484	4,484	0.31	0.23	0.44	4,560
Area	—	1.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,734	1,734	0.16	0.01	—	1,742
Water	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Waste	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Stationary	2.70	2.46	8.94	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	0.00	1,259	1,259	0.05	0.01	0.00	1,263
Total	6.53	7.69	11.8	28.1	0.06	0.44	4.05	4.49	0.43	1.03	1.46	48.8	7,501	7,550	5.42	0.27	111	7,876
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.74	3.47	2.28	21.8	0.04	0.03	4.01	4.04	0.03	1.02	1.05	—	4,536	4,536	0.31	0.23	7.30	4,618
Area	0.58	2.23	0.03	3.25	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.4
Energy	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,734	1,734	0.16	0.01	—	1,742

Water	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Waste	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Stationary	0.37	0.34	1.23	0.86	< 0.005	0.05	0.00	0.05	0.05	0.00	0.05	0.00	173	173	0.01	< 0.005	0.00	173
Total	4.75	6.07	4.08	26.3	0.05	0.13	4.01	4.14	0.12	1.02	1.14	48.8	6,480	6,528	5.37	0.26	118	6,857
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.68	0.63	0.42	3.97	0.01	0.01	0.73	0.74	0.01	0.19	0.19	—	751	751	0.05	0.04	1.21	765
Area	0.11	0.41	< 0.005	0.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.21	2.21	< 0.005	< 0.005	—	2.22
Energy	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	287	287	0.03	< 0.005	—	288
Water	—	—	—	—	—	—	—	—	—	—	—	1.14	3.88	5.02	0.12	< 0.005	—	8.81
Waste	—	—	—	—	—	—	—	—	—	—	—	6.94	0.00	6.94	0.69	0.00	—	24.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3
Stationary	0.07	0.06	0.22	0.16	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.6	28.6	< 0.005	< 0.005	0.00	28.7
Total	0.87	1.11	0.74	4.80	0.01	0.02	0.73	0.76	0.02	0.19	0.21	8.08	1,073	1,081	0.89	0.04	19.5	1,135

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855

Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.3. Site Preparation (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.0	47.0	< 0.005	< 0.005	—	47.2

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.78	7.78	< 0.005	< 0.005	—	7.81
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.28	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
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3.5. Grading (2024) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.25	1.18	< 0.005	0.06	—	0.06	0.05	—	0.05	—	188	188	0.01	< 0.005	—	188
Dust From Material Movement	—	—	—	—	—	—	0.23	0.23	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2

Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.2	11.2	< 0.005	< 0.005	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.85	1.85	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.7. Building Construction (2024) - Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.20	1.97	2.46	< 0.005	0.09	—	0.09	0.08	—	0.08	—	460	460	0.02	< 0.005	—	461
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.36	0.45	< 0.005	0.02	—	0.02	0.02	—	0.02	—	76.1	76.1	< 0.005	< 0.005	—	76.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.21	0.22	3.46	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	648	648	0.03	0.02	2.55	—
Vendor	0.05	0.02	0.68	0.33	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	577	577	0.02	0.08	1.57	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.20	0.26	2.92	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	614	614	0.03	0.02	0.07	—
Vendor	0.05	0.02	0.71	0.34	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	578	578	0.02	0.08	0.04	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	1.08	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	219	219	0.01	0.01	0.39	—
Vendor	0.02	0.01	0.25	0.12	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	203	203	0.01	0.03	0.24	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.3	36.3	< 0.005	< 0.005	0.06	—
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.7	33.7	< 0.005	< 0.005	0.04	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.9. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.45	0.61	< 0.005	0.02	—	0.02	0.02	—	0.02	—	115	115	< 0.005	< 0.005	—	115
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.0	19.0	< 0.005	< 0.005	—	19.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.19	0.22	2.71	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	601	601	0.03	0.02	0.06	—
Vendor	0.04	0.02	0.67	0.32	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	—	568	568	0.02	0.08	0.04	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	53.7	53.7	< 0.005	< 0.005	0.09	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	50.0	50.0	< 0.005	0.01	0.06	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.89	8.89	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.28	8.28	< 0.005	< 0.005	0.01	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.11. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.15	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	22.6	22.6	< 0.005	< 0.005	—	22.6
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.74	3.74	< 0.005	< 0.005	—	3.75
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.38	6.38	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.06	1.06	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.13. Architectural Coating (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	10.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	10.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.16	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.8	23.8	< 0.005	< 0.005	—	23.9
Architect ural Coatings	—	1.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.94	3.94	< 0.005	< 0.005	—	3.95
Architect ural Coatings	—	0.33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.64	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	127	127	0.01	< 0.005	0.46	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.54	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	120	120	0.01	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.7	21.7	< 0.005	< 0.005	0.04	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.60	3.60	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	3.82	3.55	2.07	22.4	0.05	0.03	4.05	4.09	0.03	1.03	1.06	—	4,676	4,676	0.29	0.21	16.9	4,764

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.82	3.55	2.07	22.4	0.05	0.03	4.05	4.09	0.03	1.03	1.06	—	4,676	4,676	0.29	0.21	16.9	4,764
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	3.77	3.50	2.26	21.4	0.04	0.03	4.05	4.09	0.03	1.03	1.06	—	4,484	4,484	0.31	0.23	0.44	4,560
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.77	3.50	2.26	21.4	0.04	0.03	4.05	4.09	0.03	1.03	1.06	—	4,484	4,484	0.31	0.23	0.44	4,560
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.68	0.63	0.42	3.97	0.01	0.01	0.73	0.74	0.01	0.19	0.19	—	751	751	0.05	0.04	1.21	765
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.68	0.63	0.42	3.97	0.01	0.01	0.73	0.74	0.01	0.19	0.19	—	751	751	0.05	0.04	1.21	765

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	945	945	0.09	0.01	—	950

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	136	136	0.01	< 0.005	—	137
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,080	1,080	0.10	0.01	—	1,087
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	945	945	0.09	0.01	—	950
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	136	136	0.01	< 0.005	—	137
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,080	1,080	0.10	0.01	—	1,087
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	156	156	0.01	< 0.005	—	157
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	22.5	22.5	< 0.005	< 0.005	—	22.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	179	179	0.02	< 0.005	—	180

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	654	654	0.06	< 0.005	—	656
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Total	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	654	654	0.06	< 0.005	—	656
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	654	654	0.06	< 0.005	—	656
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.06	0.03	0.55	0.46	< 0.005	0.04	—	0.04	0.04	—	0.04	—	654	654	0.06	< 0.005	—	656
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	108	108	0.01	< 0.005	—	109
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	—	108	108	0.01	< 0.005	—	109

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NO _x	CO	SO ₂	PM ₁₀ E	PM ₁₀ D	PM ₁₀ T	PM _{2.5} E	PM _{2.5} D	PM _{2.5} T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.84	0.78	0.04	4.75	< 0.005	0.01	—	0.01	0.01	—	0.01	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Total	0.84	2.47	0.04	4.75	< 0.005	0.01	—	0.01	0.01	—	0.01	—	19.5	19.5	< 0.005	< 0.005	—	19.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	1.51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.11	0.10	< 0.005	0.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.21	2.21	< 0.005	< 0.005	—	2.22
Total	0.11	0.41	< 0.005	0.59	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.21	2.21	< 0.005	< 0.005	—	2.22

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NO _x	CO	SO ₂	PM ₁₀ E	PM ₁₀ D	PM ₁₀ T	PM _{2.5} E	PM _{2.5} D	PM _{2.5} T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
----------	-----	-----	-----------------	----	-----------------	--------------------	--------------------	--------------------	---------------------	---------------------	---------------------	------------------	-------------------	-------------------	-----------------	------------------	---	-------------------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.90	23.4	30.3	0.71	0.02	—	53.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.14	3.88	5.02	0.12	< 0.005	—	8.81
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.14	3.88	5.02	0.12	< 0.005	—	8.81

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	41.9	0.00	41.9	4.19	0.00	—	147
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	6.94	0.00	6.94	0.69	0.00	—	24.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.94	0.00	6.94	0.69	0.00	—	24.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

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

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3

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

4.8. 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	2.70	2.46	8.94	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	0.00	1,259	1,259	0.05	0.01	0.00	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,263
Total	2.70	2.46	8.94	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	0.00	1,259	1,259	0.05	0.01	0.00	1,263
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	2.70	2.46	8.94	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	0.00	1,259	1,259	0.05	0.01	0.00	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,263
Total	2.70	2.46	8.94	6.28	0.01	0.36	0.00	0.36	0.36	0.00	0.36	0.00	1,259	1,259	0.05	0.01	0.00	1,263
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.07	0.06	0.22	0.16	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.6	28.6	< 0.005	< 0.005	0.00	0.00
undefined	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28.7

Total	0.07	0.06	0.22	0.16	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	28.6	28.6	< 0.005	< 0.005	0.00	28.7
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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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

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

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	4/1/2024	4/12/2024	5.00	10.0	—
Site Preparation	Site Preparation	4/12/2024	5/9/2024	5.00	20.0	—
Grading	Grading	5/10/2024	7/4/2024	5.00	40.0	—
Building Construction	Building Construction	7/5/2024	2/14/2025	5.00	161	—
Paving	Paving	2/15/2025	2/28/2025	5.00	10.0	—
Architectural Coating	Architectural Coating	1/1/2025	4/1/2025	5.00	65.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

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

Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
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
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	45.9	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	17.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	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	9.17	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

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Sweep paved roads once per month	9%	9%

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)
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Architectural Coating	0.00	0.00	106,812	35,425	1,072
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	0.00	—
Site Preparation	0.00	0.00	12.5	0.00	—
Grading	0.00	0.00	15.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.41

5.6.2. Construction Earthmoving Control Strategies

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

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Hotel	0.00	0%
Enclosed Parking with Elevator	0.41	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	349	0.03	< 0.005

2025	0.00	349	0.03	< 0.005
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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
Hotel	1,136	1,136	1,136	414,640	5,719	5,719	5,719	2,087,379
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	106,812	35,425	1,072

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)
Hotel	988,963	349	0.0330	0.0040	2,040,421
Enclosed Parking with Elevator	142,179	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	3,602,081	4,081
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	77.7	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00

Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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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
Emergency Generator	Diesel	1.00	1.00	50.0	750	0.73

5.16.2. Process Boilers

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

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

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

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.38	annual days of extreme heat
Extreme Precipitation	4.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

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

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

6.3. Adjusted Climate Risk Scores

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

Air Quality Degradation	1	1	1	2
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The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	29.9
AQ-PM	77.1
AQ-DPM	97.5
Drinking Water	25.5
Lead Risk Housing	72.1
Pesticides	7.72
Toxic Releases	95.3
Traffic	86.5
Effect Indicators	—
CleanUp Sites	85.0
Groundwater	83.4
Haz Waste Facilities/Generators	94.7
Impaired Water Bodies	0.00
Solid Waste	64.7

Sensitive Population	—
Asthma	64.6
Cardio-vascular	65.6
Low Birth Weights	77.4
Socioeconomic Factor Indicators	—
Education	62.0
Housing	73.7
Linguistic	43.3
Poverty	46.0
Unemployment	22.6

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	30.15526755
Employed	41.16514821
Median HI	46.81124086
Education	—
Bachelor's or higher	52.44450148
High school enrollment	18.81175414
Preschool enrollment	25.06095214
Transportation	—
Auto Access	66.18760426
Active commuting	44.7324522
Social	—
2-parent households	73.32221224

Voting	52.40600539
Neighborhood	—
Alcohol availability	35.55755165
Park access	81.35506224
Retail density	91.03041191
Supermarket access	20.91620685
Tree canopy	48.9285256
Housing	—
Homeownership	33.7482356
Housing habitability	52.98344668
Low-inc homeowner severe housing cost burden	32.41370461
Low-inc renter severe housing cost burden	79.37892981
Uncrowded housing	39.26600796
Health Outcomes	—
Insured adults	16.16835622
Arthritis	90.1
Asthma ER Admissions	40.2
High Blood Pressure	79.0
Cancer (excluding skin)	85.3
Asthma	58.2
Coronary Heart Disease	83.6
Chronic Obstructive Pulmonary Disease	84.0
Diagnosed Diabetes	48.6
Life Expectancy at Birth	59.1
Cognitively Disabled	84.2
Physically Disabled	39.7
Heart Attack ER Admissions	55.3

Mental Health Not Good	44.5
Chronic Kidney Disease	64.9
Obesity	31.1
Pedestrian Injuries	74.9
Physical Health Not Good	48.3
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	26.9
Current Smoker	50.3
No Leisure Time for Physical Activity	50.2
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	59.5
Elderly	75.9
English Speaking	62.0
Foreign-born	58.3
Outdoor Workers	66.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.1
Traffic Density	90.8
Traffic Access	53.1
Other Indices	—
Hardship	60.4
Other Decision Support	—
2016 Voting	44.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	85.0
Healthy Places Index Score for Project Location (b)	39.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Updated the acreage and square footage per Project Description and site plan.
Construction: Construction Phases	Updated per applicant provided construction schedule.
Operations: Vehicle Data	Updated using project Trip Generation Table
Construction: Dust From Material Movement	Balanced cut and fill

ATTACHMENT 7
NOISE MEMO

TECHNICAL MEMORANDUM

To: Gregg McClain, Planning Director, City of Hawthorne

From: Ryan Chiene and Sarah Miller, Kimley-Horn and Associates,

Date: September 25, 2023

Subject: 5151 West El Segundo Hotel Project – Noise Analysis

Purpose

The purpose of this technical memorandum is to identify the noise levels associated with construction and operations of the proposed 5151 West El Segundo Hotel Project (“Project” or “proposed Project”). This memorandum has been prepared to support an exemption from the California Environmental Quality Act (CEQA) in accordance with State CEQA Guidelines Section 15332 (In-Fill Development Projects). Specifically, this analysis addresses the noise criteria referenced in State CEQA Guidelines Section 15332(d).

Project Location

The approximately 0.65-acre subject property consists of one parcel (APN 4142-011-034) situated northwest of the West El Segundo Boulevard and Ocean Gate Avenue intersection, at 5151 West El Segundo Boulevard, City of Hawthorne, County of Los Angeles. The Project site is situated directly north of the San Diego Freeway (I-405) at West El Segundo Boulevard northbound off-ramp. The surrounding land uses are single-family residential uses to the north, El Segundo Boulevard to the south with an I-405 interchange beyond the roadway, a railroad corridor to the east with a commercial center beyond the corridor, and I-405 to the west. Additionally, an at-grade, Union Pacific Railroad (UPRR) single-track railroad crossing (No. 760603U) exists south of the Project site over West El Segundo Boulevard.

Project Description

Except for one approximately 640 square-foot (SF) building, which was formerly used for automotive services, the Project site is vacant and undeveloped. The Project proposes to demolish the existing 640 SF building and develop an approximately 109,188 SF, six-story hotel, with a floor area ratio (FAR) of approximately 2.5. The Project includes onsite amenities on the third floor including a rooftop terrace, a work area, a fitness center, laundry facilities, and a dining area. In total, the Project proposes 132 parking spaces, including 128 regular parking spaces and 4 Americans with Disabilities Act (ADA) spaces. Vehicular access to the Project site is proposed via two West El Segundo Boulevard driveways

(both 20 feet wide): one driveway at the site's southeastern corner, near the UPRR crossing, and one driveway at the site's southern central portion. Construction is anticipated to commence in April 2024 and be completed by April 2025.

Noise Background

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of various distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent sound level (L_{eq}) represents the continuous acoustic energy content of noise for a stated period of time; thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. and an additional 5 dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime.

Regulatory Setting

City of Hawthorne General Plan

The City of Hawthorne General Plan Noise Element contains noise standards and land use compatibility for various land uses throughout the City; refer to Table 1: City of Hawthorne Exterior and Interior Noise Standards. These exterior and interior standards are used in the land use planning process to reduce future noise and land use incompatibilities.

Table 1: City of Hawthorne Exterior and Interior Noise Standards			
Land Use		CNEL (dBA)	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	--	65 ⁴
Commercial	Hotel, Motel, Transient Lodging	45	65 ⁵
	Commercial Retail, Bank Restaurant	55	-
	Office Building, Research and Development, Professional Offices, City Office Building	50	-
	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	45	-
	Gymnasium (Multipurpose)	50	-
	Sports Club	55	-
	Manufacturing, Warehousing, Wholesale, Utilities	65	-
	Movie Theatres	45	-
Institutional	Hospital, Schools' classroom	45	65
	Church, Library	45	-
Open Space	Parks	-	65
Notes: 1. Indoor environment excluding, Bathrooms, toilets, closets, corridors. 2. Outdoor environment limited to: Private yard of single family, Multi-family private patio or balcony served by a means of exit from inside, mobile home park, Hospital patio, office patio, Park picnic area, school playground, hotel, and motel recreation area 3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC. 4. Exterior noise level should be such that interior noise level will not exceed 45 CNEL. 5. Except those areas affected by aircraft noise.			
Source: City of Hawthorne, <i>City of Hawthorne General Plan 1989, Noise Element</i> , Table 2: Interior and Exterior Noise Standards, Revised May 2018.			

The following goals and policies are set forth in the Noise Element of the General Plan.

Goal 1.0 Provide for the reduction of noise where the noise environment is unacceptable.

Policy: 1.1 Provide for measures to reduce noise impacts from transportation noise sources. These measures include:

- Construct barriers to mitigate sound emissions where necessary or where feasible. Actively participate in the development of noise abatement plans for freeways and rapid transit.
- Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Hawthorne.
- Reduce transportation noise through proper design and coordination of routing.

- Ensure the effective enforcement of City, State and Federal noise levels by all appropriate city divisions.
- Mitigate potential impacts for existing or proposed helicopter operations.
- Explore noise control programs as part of the Hawthorne Municipal Airport Master Plan to minimize noise levels from these operations.
- To help minimize noise impacts from Los Angeles International Airport, actively support the FAA Part 150 Noise Compatibility Program as described in the "Noise Control and Land Use Compatibility Study, Los Angeles International Airport," (March 1984).
- The City of Hawthorne completed a 14 CFR Part 150 (Part 150) Noise Compatibility Study in 1990; the Part 150 Study was updated in 2016. A complete study update is needed periodically to respond to changing conditions in the local area and in the aviation industry. The Hawthorne Municipal Airport Part 150 study should be updated every 7 to 10 years or as noise conditions warrant.

Goal 2.0 Protect and maintain those areas having acceptable noise environments.

Policy: 2.1 Incorporate noise considerations into land use planning decisions. These measures will be achieved through the following programs:

- Establish acceptable limits of noise for various land uses throughout the community. Zoning changes should be consistent with the compatibility of the projected noise environment.
- Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas.
- Establish standards for all types of noise not already governed by local ordinances or permitted by state or federal law.
- Encourage acoustical design in new construction.

Goal 3.0 Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions.

Policy: 3.1 The City shall develop measures to control non-transportation noise impacts.

Policy: 3.2 The City shall establish a new Community Noise Ordinance to mitigate noise conflicts.

Policy: 3.3 The City shall evaluate noise generated by construction activities.

Policy: 3.4 Establish and maintain coordination among the city agencies involved in noise abatement.

Policy: 3.5 The City shall evaluate the development of noise-sensitive uses within the vicinity of the Hawthorne Municipal Airport using noise exposure contours developed as part of

the Airport's 14 CFR Part 150 study and the compatibility criteria presented in the land use compatibility guidelines contained in [General Plan] Table 3.

City of Hawthorne Municipal Code

The following Hawthorne Municipal Code (HMC) standards are applicable to the proposed Project:

HMC Section 9.34.030 Exterior Noise Standards

Except as provided for in this chapter, no person shall, at any location within the city, create any noise or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the energy-equivalent noise level (L_{eq} , dBA) to exceed the noise standards established in subsection A of this section for the receiving land use type where the measurement is taken.

- (a) The maximum permissible sound levels by receiving land use shall apply as shown in Table 2: City of Hawthorne Exterior Noise Standards from Municipal Code.

Table 2: City of Hawthorne Exterior Noise Standards from Municipal Code			
Land Use Type^{2, 3}	Time Interval	Allowable Noise Level, L_{eq} (dBA)¹	
		15-minute continuous measurement period	5-minute continuous measurement period
Residential	7:00 a.m. to 10:00 p.m.	60	65
	10:00 p.m. to 7:00 a.m.	50	55
Commercial	7:00 a.m. to 10:00 p.m.	65	70
	10:00 p.m. to 7:00 a.m.	60	65
Manufacturing or Industrial	Anytime	70	75
Notes: <ol style="list-style-type: none"> 1. If the measured ambient noise level at the time of a complaint investigation exceeds the identified permissible noise level for that zone, the allowable noise standard shall be the ambient noise level. 2. For each land use type, the allowable exterior equivalent noise level shall be reduced by five dB for impulsive or simple tone noise, or for noises consisting of speech or music. 3. For situations where the source land use type differs than the receptor land use type, then the maximum allowable exterior equivalent noise level for the entire receiving parcel shall be the average of the noise standards of the two land use types. 			
Source: City of Hawthorne, <i>Hawthorne, California Municipal Code</i> , Section 9.34.030, Table N-1: Noise Level Permissible by Receiving Land Use.			

HMC Section 9.34.040 Interior Noise Standards

Except as provided for in this chapter, no person shall at any location within the city create any noise or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the energy-equivalent noise level (L_{eq} , dBA) to exceed the noise standards

established in subsection A of this section for the receiving land use type where the measurement is taken.

- (a) The interior noise standards for residential dwelling units within residential zones or areas for noise generated by sources outside the dwelling unit are presented in Table 3: City of Hawthorne Interior Noise Standards from Municipal Code.

Table 3: City of Hawthorne Interior Noise Standards from Municipal Code		
Land Use Type ²	Time Interval	Allowable Noise Level, L_{eq} (dBA) ¹ ; 5-minute continuous measurement period.
Residential (single- or multi-family)	7:00 a.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Notes: 1. If the measured ambient noise level at the time of a complaint investigation exceeds the identified permissible noise level for that zone, the allowable noise standard shall be the ambient noise level. 2. The allowable exterior equivalent noise level shall be reduced by five dB for impulsive or simple tone noise, or for noises consisting of speech or music.		
Source: City of Hawthorne, <i>Hawthorne, California Municipal Code</i> , Section 9.34.040, Table N-2: Interior Noise Standard.		

HMC Section 9.34.060 Demolition and Construction

- A) General Restriction. Using the standards established in Section 9.34.020 as a baseline, noise created by demolition, excavation, grading, spray painting, construction, maintenance, and/or repair of buildings shall be subject to the following additional regulations.
- B) Allowable Hours of Construction Activity. Construction and demolition activities are allowed only during the times specified in [HMC] Table 4: City of Hawthorne Time Limits for Noise Associated with Construction Activities from Municipal Code.

Table 4: City of Hawthorne Time Limits for Noise Associated with Construction Activities from Municipal Code	
Day of the Week	Time Frame
Monday – Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday, Federal Holidays	Not Allowed
Notes: Should demolition, excavation, grading, spray painting, construction, maintenance, and/or repair of buildings be conducted outside of the above-defined hours, the applicable noise level limits will revert to those specified in Sections 9.34.030 and 9.34.040.	
Source: City of Hawthorne, <i>Hawthorne, California Municipal Code</i> , Section 9.34.060, Table N-3: Time Limits for the Noise Associated with Construction Activities.	

- C) Allowable Noise Level Limits for Construction Activity. The noise created by construction activity shall not cause:
1. The energy-average A-weighted, slow-response sound pressure level (L_{eq} dBA) to exceed the numerical standards specified in Table N-1 of this chapter, for the land use where the measurement is taken, plus 20 dB; or
 2. The maximum A-weighted, slow-response sound pressure level (L_{max} dBA) to exceed the numerical standards specified in Table N-1 of this chapter, for the land use where the measurement is taken, plus 40 dB.
- D) Construction Near Residential Zones. Prior to the issuance of a building permit, all private development projects located within 500 feet of any residential development or noise-sensitive land use must submit a list of equipment and activities required during construction. In particular, this list shall include the following:
1. Construction equipment to be used, such as pile drivers, jackhammers, pavement breakers, vibratory rollers, or similar equipment.
 2. Construction activities such as 24-hour pumping, excavation, drilling, and/or demolition.
 3. A list of measures that will be implemented to minimize noise impacts on nearby residential or noise-sensitive uses. Such measures may include, but not be limited to:
 - a. Considering the installation of temporary sound barriers for construction activities immediately adjacent to occupied dwellings or noise-sensitive structures.
 - b. Equipping construction equipment with mufflers.
 - c. Restricting haul routes and construction-related traffic.
 - d. Reducing non-essential idling of construction equipment to no more than five minutes per hour.
- E) Exceptions for Construction Activities. Construction or demolition activity during the times otherwise prohibited by this section may be allowed as described in this subsection if it is found to be in the public interest.
1. A request for such allowance shall be in writing and shall set forth in detail facts showing that the public interest will be served by the grant of such allowance.

2. If the allowance is being requested in connection with construction or demolition activities to be undertaken in connection with a land division, use permit, or other discretionary entitlement, the request shall be submitted as part of the application for such entitlement and shall acted upon by the official or decision-making body taking action on such application, after considering the recommendation of the noise control officer.
 3. If the allowance is being requested in connection with a building permit, demolition permit, or grading permit and is not in connection with a discretionary entitlement, the request shall be considered and acted on by the noise control officer after the construction or demolition permit has been issued.
- F) Home Repair and Maintenance. Time restrictions on construction and demolition activities do not include the use of home power tools or yard maintenance equipment used by the owner or a resident of the premises if used between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, or between the hours of 8:00 a.m. and 6:00 p.m. Saturday and Sunday. (Ord. 2169 § 3, 2019.)

HMC Section 9.36.030 Vibration-Induced Annoyance

No person shall cause annoyance-related vibration levels, as measured at the receiving land use type, above the limits shown in Table 5: City of Hawthorne Groundborne Vibration Criteria: Human Annoyance from Municipal Code.

Table 5: City of Hawthorne Groundborne Vibration Criteria: Human Annoyance from Municipal Code		
Land Use Category	Maximum Vibration Level (VdB)	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.
Notes: Maximum Vibration Level (in VdB) is the RMS velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz. RMS is the abbreviation for root-mean-square.		
Source: City of Hawthorne, <i>Hawthorne, California Municipal Code</i> , Section 9.36.030, Table N-4: Groundborne Vibration Criteria: Human Annoyance.		

HMC Section 9.36.040 Vibration-Induced Architectural Damage

No person shall cause architectural damage-related *vibration* levels, as measured at the receiving land use type, above the limits shown in Table 6: City of Hawthorne Groundborne Vibration Criteria: Architectural Damage from Municipal Code. Note that the term ‘architectural damage’ is defined as minor surface cracks (in plaster, drywall, tile, or stucco) or the sticking of doors and windows. This is below the severity of ‘structural damage’ which entails the compromising of structural soundness or the threatening the basic integrity of the building shell.

Table 6: City of Hawthorne Groundborne Vibration Criteria: Architectural Damage from Municipal Code		
Building Category	Peak Particle Velocity (PPV) in/sec	Maximum Vibration Level (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
Notes: Source: FTA 2006. Note: Lv (VdB): Lv is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz. Source: City of Hawthorne, <i>Hawthorne, California Municipal Code</i> , Section 9.36.040, Table N-5: Groundborne Vibration Criteria: Human Annoyance.		

Existing Environmental Setting

Mobile noise sources, especially cars and trucks, are the most common and significant noise sources in the City. Other noise sources are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise. The existing mobile noise sources in the Project area are generated by motor vehicles traveling on I-405 freeway and West El Segundo Boulevard near the Project site. The primary stationary noise sources in the Project vicinity are those associated with the surrounding commercial and residential uses. Such noise sources include idling vehicles, music playing, mechanical equipment (e.g., air conditioning equipment), dogs barking, and people talking and are typical of urban areas. The noise associated with these stationary sources may represent a single-event noise occurrence or short-term noise.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels.

During construction, exterior noise levels could affect the sensitive receptors near the construction site. Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities may require tractors, dozers, graders, and industrial saws during demolition, site preparation, and grading; cranes, forklifts, and tractors during building construction; pavers, rollers, mixers, and tractors during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in Table 7: Typical Construction Noise Levels.

Table 7: Typical Construction Noise Levels	
Equipment	Typical Noise Level (dBA) at 100 feet from Source
Air Compressor	74
Backhoe	74
Compactor	76
Concrete Mixer	79
Concrete Pump	76
Concrete Vibrator	70
Crane, Mobile	77
Dozer	79
Generator	76
Grader	79
Jack Hammer	82
Loader	74
Paver	79
Pneumatic Tool	79
Pump	71
Roller	79
Saw	70
Shovel	76
Truck	78
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.	

Following the methodology for quantitative construction noise assessments in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* (September 2018) (FTA Noise and Vibration Manual), the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to predict construction noise at the nearest receptors to the Project site (i.e., the residential uses to the north, northeast, and southeast). Table 8: Project Construction Noise Levels shows the estimated exterior construction noise levels at the sensitive receptor nearest the Project site.

Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at an average distance measured from the center of the Project site because equipment would operate throughout the Project site and not at a fixed location for extended periods of time. Therefore, the distances used in the RCNM model were 75 feet for the single-family residential uses to the north, 130 feet for the single-family residential uses to the northeast, and 300 feet for the multi-family residential uses to the southeast. As shown in Table 8, the highest anticipated construction noise level of 79.0 dBA (during the building construction phase) would be below the HMC and FTA noise threshold for residential uses of 80 dBA. In addition, the Project would be subject to compliance with HMC Section 9.34.060A, which would restrict construction activity to the hours specified in Table 3, and HMC Section 9.34.060C, which requires that all private development projects (such as the proposed Project) located within 500 feet of any residential development or noise-sensitive land use submit a list of equipment and activities required during construction to minimize construction noise. Therefore, because Project construction noise levels would be below FTA and City noise standards

and construction activities would be required to comply with HMC provisions, the Project's construction noise levels would result in a less than significant impact.

Table 8: Project Construction Noise Levels						
Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L _{eq}) ²	Noise Threshold (dBA L _{eq}) ³	Exceeded?
	Land Use	Direction	Distance (feet) ¹			
Demolition	Residential	North	75	77.9	80	No
	Residential	Northeast	130	73.2	80	No
	Residential	Southeast	300	70.9	80	No
Site Preparation	Residential	North	75	75.0	80	No
	Residential	Northeast	130	70.3	80	No
	Residential	Southeast	300	68.0	80	No
Grading	Residential	North	75	76.0	80	No
	Residential	Northeast	130	71.3	80	No
	Residential	Southeast	300	69.0	80	No
Building Construction	Residential	North	75	78.8	80	No
	Residential	Northeast	130	74	80	No
	Residential	Southeast	300	71.7	80	No
Paving	Residential	North	75	75.8	80	No
	Residential	Northeast	130	71.0	80	No
	Residential	Southeast	300	68.7	80	No
Architectural Coating	Residential	North	75	65.2	80	No
	Residential	Northeast	130	60.4	80	No
	Residential	Southeast	300	58.2	80	No
Overlapping Phases						
Paving and Architectural Coating	Residential	North	75	76.1	80	No
	Residential	Northeast	130	74.0	80	No
	Residential	Southeast	300	71.5	80	No
Notes: 1. Per the methodology described in the FTA Noise and Vibration Manual (September 2018), distances are measured from the nearest receptors to the center of the project construction site. 2. Calculated noise level accounts for attenuation from existing intervening wall at the residential use to the north and northeast. 3. HMC Section 9.34.060C specifies that construction noise should not exceed the residential exterior noise standard of 60 dBA, plus 20 dB. Thus, the construction noise threshold of 80 dBA L _{eq} was used for this analysis. This noise threshold of 80 dBA is also consistent with the construction noise thresholds from the FTA Noise and Vibration Manual (September 2018).						
Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to Appendix A: RCNM Modeling Results for noise modeling results.						

Operational Noise – Stationary Sources

The Project site is currently vacant. Therefore, Project implementation would create new sources of noise in the Project vicinity. The primary operational stationary noise sources associated with the Project that could potentially impact nearby sensitive uses are mechanical equipment (i.e., air conditioners emergency generators, and landscape equipment), outdoor terrace (i.e., people talking and music), and other typical hotel-related sources (e.g., truck deliveries, parking areas, people talking, etc.).

Mechanical Equipment

Mechanical equipment (i.e., heating, ventilation, emergency generator, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet from the source.¹ Sound levels decrease by 6 dBA for each doubling of distance from the source.² The nearest sensitive receptors are the single-family residential uses to the north, which would be approximately 50 feet from the proposed HVAC equipment locations. At this distance, mechanical equipment noise levels would be approximately 47.0 dBA,³ which would be below the City's most stringent 50 dBA exterior nighttime noise standard pursuant to HMC Section 9.34.030. The Project could include emergency backup generator(s) (if needed), which would be located within the hotel building, thus, would be inaudible at the nearest sensitive receptors.⁴ Landscape equipment typically generates noise levels up to 65 dBA at a distance of 50 feet.⁵ However, this stationary noise source is generally sporadic, short in duration, and would not last for an extended period of time. In addition, Landscaping noise is typical of residential uses, thus, would also be inaudible at the nearest sensitive receptors. It is also noted that mechanical equipment noise from the Project would be masked by mobile traffic noise generated along I-405 to the west and West El Segundo Boulevard to the south. As a result, mechanical equipment noise from the Project would result in an inaudible noise level increase at the nearest sensitive receptors due to the proximity of substantial mobile source traffic noise. Therefore, Project mechanical equipment noise levels would result in a less than significant impact.

Outdoor Terrace

The Project proposes an outdoor terrace area at the hotel's northern portion. It is assumed that the outdoor terrace area would be used by individuals or small groups to gather and would include low-level background music. Outdoor terrace areas with music typically generate noise levels up to

¹ Elliott H. Berger, Rick Neitzel1, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

² Cyril M. Harris, *Noise Control in Buildings*, 1994.

³ Calculated noise level accounts for attenuation from rooftop parapets.

⁴ Backup generators would only operate during monthly testing and emergency situations.

⁵ Elliott H. Berger, Rick Neitzel1, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

approximately 58 dBA at 50 feet from the source.⁶ The nearest sensitive receptors are the single-family residential uses to the north, which would be approximately 85 feet from the proposed outdoor terrace area. At this distance, outdoor terrace noise levels would be approximately 53.7 dBA, which would be below the City's 60 dBA exterior daytime noise standard pursuant to HMC Section 9.34.030 but would exceed the City's 50 dBA exterior nighttime noise standard. As such, the City would impose a Condition of Approval (COA) on the Project restricting the outdoor terrace hours of operation to between 7:00 a.m. and 10:00. It is also noted that noise generated at the outdoor terrace area would be masked by mobile traffic noise generated along I-405 to the west and West El Segundo Boulevard to the south. As a result, outdoor terrace noise from the Project would likely result in an inaudible noise level increase at the nearest sensitive receptors due to the proximity of substantial mobile source traffic noise. Therefore, with the COA incorporated, Project outdoor terrace noise levels would result in a less than significant impact.

Other Hotel Noise Sources

The Project would also create noise from typical hotel-related stationary noise sources such as truck deliveries, parking areas, people talking, etc. These noise sources can generate noise levels up to 65 dBA at a distance of 50 feet.⁷ Parking area noise (i.e., car door slamming, engine starting up, and car pass-bys) typically range from 53 to 61 dBA at 50 feet.⁸ Conversations in parking areas typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.⁹ However, noise events from these stationary sources are generally sporadic, short in duration, and would not last for extended periods of time. In addition, stationary noise is generated by the residential uses to the north and southeast under existing conditions. Further, because the truck delivery access and parking are proposed on the hotel's first two floors, these noise sources would be enclosed within the hotel building/parking structure and would not be inaudible at the nearest sensitive receptors. Therefore, these hotel-related noise levels would not result in a noticeable increase in ambient noise levels and would comply with the noise standards set forth in HMC Section 9.34.030. It is also noted that any nominal noise from these sources would be masked by mobile traffic noise generated along I-405 to the west and West El Segundo Boulevard to the south. Therefore, Project hotel-related noise levels would result in a less than significant impact.

Operational Noise – Mobile Source

The Project site is currently vacant. Therefore, implementation of the proposed Project would create new sources of noise in the Project vicinity. The primary operational mobile noise source associated with the Project that could potentially impact nearby sensitive uses is off-site traffic noise.

⁶ Obtained from the SoundPLAN Essential version 5.1 reference noise level database.

⁷ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

⁸ Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

⁹ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.

The Project would generate approximately 1,135 average daily trips¹⁰ which would increase traffic on Project area roadways. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a barely perceptible 3-dBA increase.¹¹ West El Segundo Boulevard near the Project site experiences approximately 39,100 daily trips.¹² The proposed Project would result generate approximately 1,135 average daily trips, which would not double the existing traffic volumes on West El Segundo Boulevard (the primary access roadway to the Project site). Therefore, the proposed Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels from the Project's mobile sources. Therefore, Project mobile source noise levels would result in a less than significant impact.

Vibration Impacts

Increases in ground-borne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Project construction activities could result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) is conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage. This analysis uses the FTA architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) and human perceptibility standard of 0.25 inch-per-second PPV in accordance with Caltrans guidance¹³ to evaluate potential construction vibration impacts.

¹⁰ KOA Corporation. (2023). *Traffic Study for 5151 W El Segundo Boulevard, Hawthorne CA*

¹¹ According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

¹² City of Hawthorne, *General Plan Circulation Element, Figure 2: Daily Traffic Volumes, 1990*. <https://www.cityofhawthorne.org/home/showpublisheddocument/340/637877023501730000>. Accessed September 1, 2023.

¹³ California Department of Transportation, *Transportation and Construction Vibration Guidance Manual, Table 20*, April 2020.

Table 9: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in the Table 9, based on FTA methodology, vibration velocities from typical heavy construction equipment operations that would be used during Project construction would range from 58 to 87 in/sec VdB at 25 feet from the source. HMC Section 9.36.030 provides a maximum vibration level for human annoyance of 78 VdB during the daytime and 72 VdB during the nighttime for residential land uses. Additionally, the HMC Section 9.36.040 provides a maximum vibration level for architectural damage of 0.2 PPV for non-engineered timber and masonry buildings.

Table 9: Typical Construction Equipment Vibration Levels				
Equipment	Vibration at 25 Feet		Vibration at 50 Feet	
	Vibration Decibels (VdB)	Peak Particle Velocity (PPV)	Vibration Decibels (VdB)	Peak Particle Velocity (PPV)
Large Bulldozer	87	0.089	78	0.032
Caisson Drilling	87	0.089	78	0.032
Loaded Trucks	86	0.076	77	0.027
Jackhammer	79	0.035	70	0.012
Small Bulldozer/Tractors	58	0.003	49	0.001
Source: Federal Transit Administration, <i>Noise and Vibration Manual</i> , 2006.				

The off-site buildings/structures nearest the Project site are the single-family residential uses located approximately 50 feet to the north. As shown in Table 9, at 50 feet the vibration velocities from construction equipment would reach approximately 78 VdB, which would not exceed the City's 78 VdB daytime vibration standard for human annoyance for residential land uses, pursuant to HMC Section 9.36.030, but would exceed the City's 72 VdB nighttime vibration standard for human annoyance for residential land uses. However, Project construction activities would be subject to compliance with HMC Section 9.34.060A, which would restrict construction activity to the hours specified in Table 3. Therefore, Project construction vibration for human annoyance levels would result in a less than significant impact.

As also shown in Table 9, at 50 feet from the source the vibration velocities from construction equipment would only reach 0.032 in/sec PPV, which is below the HMC's 0.20 in/sec PPV threshold for architectural damage. It is also noted that construction activities would occur throughout the Project site and would not be concentrated at the onsite location nearest the off-site structures. Once operational, the proposed Project would not include vibration-generating uses or operations. Therefore, Project vibration for architectural damage levels would result in a less than significant impact.

Conclusion

The Project would result in less than significant construction and operational (i.e., stationary, and mobile source) noise and vibration impacts. Therefore, the Project's approval would not result in any significant effects relating to noise pursuant to State CEQA Guidelines Section 15332(d).

Appendix A

RCNM Modeling Results

Project: 5151 West El Segundo Project
Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	Daytime hours (7 am to 6 pm)	8
	Evening hours (7 pm to 10 pm)	0
	Nighttime hours (10 pm to 7 am)	0
Leq to L10 factor		3

		Receptor (Land Use)	Distance (feet)	Shielding	Direction	HIDE COLUMN					
1	Residential		75	5	N						
2	Residential		130	5	NE						
3	Residential		300	0	SE						
						RECEPTOR 1	RECEPTOR 2	RECEPTOR 3			
Construction Phase	Equipment Type	No. of Equip.	Acoustical Usage Factor	Reference Noise Level at 50ft per Unit, Lmax	Noise Level at Receptor 1, Lmax	Noise Level at Receptor 1, Leq	Noise Level at Receptor 2, Lmax	Noise Level at Receptor 2, Leq	Noise Level at Receptor 3, Lmax	Noise Level at Receptor 3, Leq	
Demolition											
	Tractor	2	40%	84	78.5	74.5	73.7	69.7	71.4	5581969.8	67.5
	Dozer	1	40%	82	73.2	69.2	68.4	64.4	66.1	1643453.8	62.2
	Concrete Saw	1	20%	90	81.1	74.1	76.3	69.3	74.0	5066726.9	67.0
	Combined LEQ					77.9		73.2			70.9
Site Preparation											
	Grader	1	40%	85	76.5	72.5	71.7	67.7	69.4	3513641.8	65.5
	Tractor	1	40%	84	75.5	71.5	70.7	66.7	68.4	2790984.9	64.5
	Combined LEQ					75.0		70.3			68.0
Grading											
	Grader	1	40%	85	76.5	72.5	71.7	67.7	69.4	3513641.8	65.5
	Dozer	1	40%	82	73.2	69.2	68.4	64.4	66.1	1643453.8	62.2
	Tractor	1	40%	84	75.5	71.5	70.7	66.7	68.4	2790984.9	64.5
	Combined LEQ					76.0		71.3			69.0
Building Construction											
	Crane	1	16%	81	72.1	64.1	67.3	59.3	65.0	510290.5	57.1
Forklift	All Other Equipment > 5 HP	2	50%	85	79.5	76.5	74.7	71.7	72.4	8784104.6	69.4
	Tractor	2	40%	84	78.5	74.5	73.7	69.7	71.4	5581969.8	67.5
	Combined LEQ					78.8		74.0			71.7
Paving											
	Tractor	1	40%	84	75.5	71.5	70.7	66.7	68.4	2790984.9	64.5
Cement and mortar mixer	Concrete Mixer Truck	4	40%	79	76.3	72.3	71.5	67.5	69.3	3371455.9	65.3
	Paver	1	50%	77	68.7	65.7	63.9	60.9	61.6	728899.3	58.6
	Roller	1	20%	80	71.5	64.5	66.7	59.7	64.4	555555.6	57.4
	Combined LEQ					75.8		71.0			68.7
Construction Phase											
	Compressor (air)	1	40%	78	69.2	65.2	64.4	60.4	62.1	654270.7	58.2
	Combined LEQ					65.2		60.4			58.2
Overlapping Phases											
Overlapping Phases	Paving and Architectural Coating					76.1		73.8			71.5
Maximum Noise Level						78.8		74.0			73.5

Source for Ref. Noise Levels: RCNM, 2005

ATTACHMENT 8
VMT ANALYSIS

TECHNICAL MEMORANDUM

To: Gregg McClain, Planning Director, City of Hawthorne
From: Mehul Champaneri, PTP | Kimley-Horn and Associates
Date: September 25, 2023
Subject: 5151 West El Segundo Project – Vehicle Miles Traveled (VMT) Analysis

This technical memorandum (TM) documents SB 743 compliant analysis completed for the proposed 5151 West El Segundo Boulevard Hotel Project (“Project”) in the City of Hawthorne (“City”), California. The Project is proposing to construct a 142-room, 6-story hotel. The proposed hotel construction would develop a currently vacant lot and provide up to 132 onsite vehicle parking spaces. The site would be accessed from two driveways along West El Segundo Boulevard.

With the passage of SB 743, Vehicle Miles Traveled (VMT) has become an important indicator for determining if a new development will result in a “significant transportation impact” under the California Environmental Quality Act (CEQA). This TM presents the VMT analysis and resultant findings for the proposed Project.

Purpose of Analysis

SB 743 is part of a long-standing policy effort by the California legislature to improve California’s sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to VMT. VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) emissions and other transportation related impacts that the State is actively trying to address. While the use of VMT to determine significant transportation impacts has only been considered recently, it is by no means a new performance metric and has long been used as a basis for transportation system evaluations and as an important metric for evaluating the performance of Travel Demand Models.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines’ changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, “A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020.”

- To help aid lead agencies with SB 743 implementation, the Governor’s Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA

(December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

The City's Draft SB 743 Implementation Guidelines ("Guidelines") were completed in April 2023, and adopted in May 2023. The City considers the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee as described in the City's draft SB 743 Implementation Guidelines, April 2023. For retail components of a project, or other customer-focused uses, the citywide VMT change is analyzed. The City's VMT thresholds of significance are summarized below for each of these components.

- Residential – 15% below baseline (existing) average VMT per Capita
- Employment-based land uses (e.g., office) – 15% below baseline (existing) average VMT per Employee
- Customer-based non-residential land uses (e.g., retail) – No net increase in VMT

Methodology and Assumptions

Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the following land uses were analyzed:

- Hotel

In terms of a VMT analysis, hotels are grouped into two categories, typical and destination. Typical hotels are generally those hotels with limited amenities that may include a dining area with a breakfast buffet, small gym, and sometimes a pool; generally, guests stay at these hotels because their ultimate destination is in the vicinity of the hotel. Alternatively, guests visiting destination hotels will spend the majority of their time on the hotel property or engaging in activities run by the hotel because the hotel is their ultimate destination. While both types of hotels are customer-based, and impacts are measured in terms of whether the hotel increases regional VMT, destination hotels generally require quantitative analyses while typical hotels can be assumed to result in a less than significant impact. However, for the purpose of this analysis the total net change in VMT was still quantified using the off-model techniques and reasonable assumptions of expected travel patterns to the Project site.

Qualitative VMT Analysis

This section details the analysis completed for the proposed Hotel land use. Similar to retail stores, typical hotels such as the proposed Project most often serve pre-existing needs (i.e., the hotel does not generate new trips because it meets existing demand) because their guests are staying at the hotel not because of the amenities offered by the hotel, but because of the area the hotel is located in. Because of this, typical hotels can be presumed to reduce trip lengths when a new hotel is proposed. Essentially, the assumption is that someone will travel to a newly constructed typical hotel because of its proximity to the area attraction, rather than that the proposed hotel is fulfilling an unmet need (i.e., the person had an existing need to travel to the area that was previously met by an existing hotel located in the same general area, but now is traveling to the new hotel because it is either closer to the person's origin location or located a similar distance away). Typical hotels most often they can be presumed to reduce trip lengths when a new hotel is introduced within a cluster of existing hotels located near a local destination or attraction. Essentially, a trip to a hotel is expected to occur due to someone planning to travel to Hawthorne, or the immediate area, but the proximity of the hotel to the surrounding attractions would drive the length of that trip and the resultant impact to the overall transportation system. Thus, the impact to the transportation system would be negligible or reduced by the introduction of a new hotel to an area where people are already traveling and planning on staying unless the hotel significantly effects the local supply of rooms or introduces a significant new attraction.

Conversely, destination hotels do not serve pre-existing needs as they offer special amenities that aren't offered elsewhere, and guests typically spend the majority of their time on the destination hotel property. The Ayres Hotel in Hawthorne is an example of destination hotels given that it is a venue for customized weddings and other social events, while the proposed Project is an example of a typical hotel. Guests will choose the hotel type based on their reason for travel, such as a work-related trip versus a spa vacation retreat.

A map showing the proximity of other similar hotels is provided as **Exhibit 1**. A half-mile buffer was placed around the other existing hotels in the area, as well as the proposed Project, to visually represent the lack of overlapping service area between the proposed Project and the existing hotels. As shown in **Exhibit 1**, the proposed Project, identified with a blue icon and a yellow buffer surrounding it, will reduce trip lengths by “adding hotel opportunities into the local area, further improving hotel destination proximity.” Accordingly, the proposed Project is presumed, in accordance with the City Guidelines and Technical Advisory, that it would result in a VMT reduction and support the goals of SB 743.

Quantitative VMT Analysis

A specific market study was conducted to quantify the net change in VMT that is expected with the proposed Project. The net change in VMT was principally determined using two distinct data sources, locations of existing similar competing markets and travel behavior at these markets based on a Big Data source licensed to Kimley-Horn. Although, there are several existing hotels surrounding the Project site and numerous possibilities of customers deciding to switch their hotels, for the purpose of this analysis, two hotel markets in the Project vicinity were analyzed based on the number of existing hotels clustered in these areas. It is assumed that the existing customers visiting these hotels are expected to use the new hotel if there travel distance is shorter. Therefore, the basis of the net change in VMT is the anticipated change in travel patterns of existing customers resulting from the introduction of the proposed Project Hotel in the area.

Trip generation for the proposed Project was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). Assuming 142 guest rooms and based on ITE land use code 310 (Hotel), the proposed Project is anticipated to generate a total of 1,135 weekday daily trips.¹

Big Data, identifying origins and destinations, for select trip purposes (lodging) for two study markets was obtained from Replica, which is a platform used to develop the City’s VMT Analysis tool and provides detailed trip and demographic data that can be used to understand existing travel patterns. Big Data utilized for this Project included origins and destination at the Census Blockgroup level for typical weekdays in Fall 2022. This database was utilized for the probable origins of customers based on trip purpose and proximity to the Project site. To determine the distance each customer would travel to the existing and proposed market, the Geographical Information System (“GIS”) functions in the TransCAD software modeling package were used. TransCAD is the most widely-used travel demand modeling/routing software package by Metropolitan Planning Organizations (“MPOs”) in the United States. If the existing customer trip origin was near to the Project site, the trip was assigned to the Project rather than its existing market destination. Applying this condition, VMT was calculated for the existing markets and proposed Project. **Exhibit 2** below shows potential customers at Blockgroup level that are assumed to visit the proposed Project Hotel based on their proximity to the Project site.

¹ KOA Corporation. (2023). *Traffic Study for 5151 W El Segundo Boulevard, Hawthorne CA*.

Table 1 summarizes the total daily weekday VMT with the proposed Hotel.

Table 1: Daily Trips and VMT Estimates for Hotel Market						
	Avg. Distance Traveled to Site			Estimated Daily Project Trips	Estimated VMT	
	Study Market 1	Study Market 2	Project Area	Project	No Project	With Project
Avg/Total	8.5	8.8	8.3	1,135	8,830	6,156
Notes: Project trips are estimated based origins closer to proposed Hotel compared to other existing Hotels. Trips and VMT results are aggregated from Census Blockgroups.						

Findings

Based on the results of this analysis, the following findings are made:

- The addition of the proposed Project Hotel can shorten existing trip lengths, which would result in a net decrease in VMT. Therefore, it is presumed that the Project's VMT-related impact would be less than significant.
- Therefore, the Project's approval would not result in any significant effects relating to traffic pursuant to State CEQA Guidelines Section 15332(d).

Exhibit 1: Proximity of Project Hotel to Existing Hotels

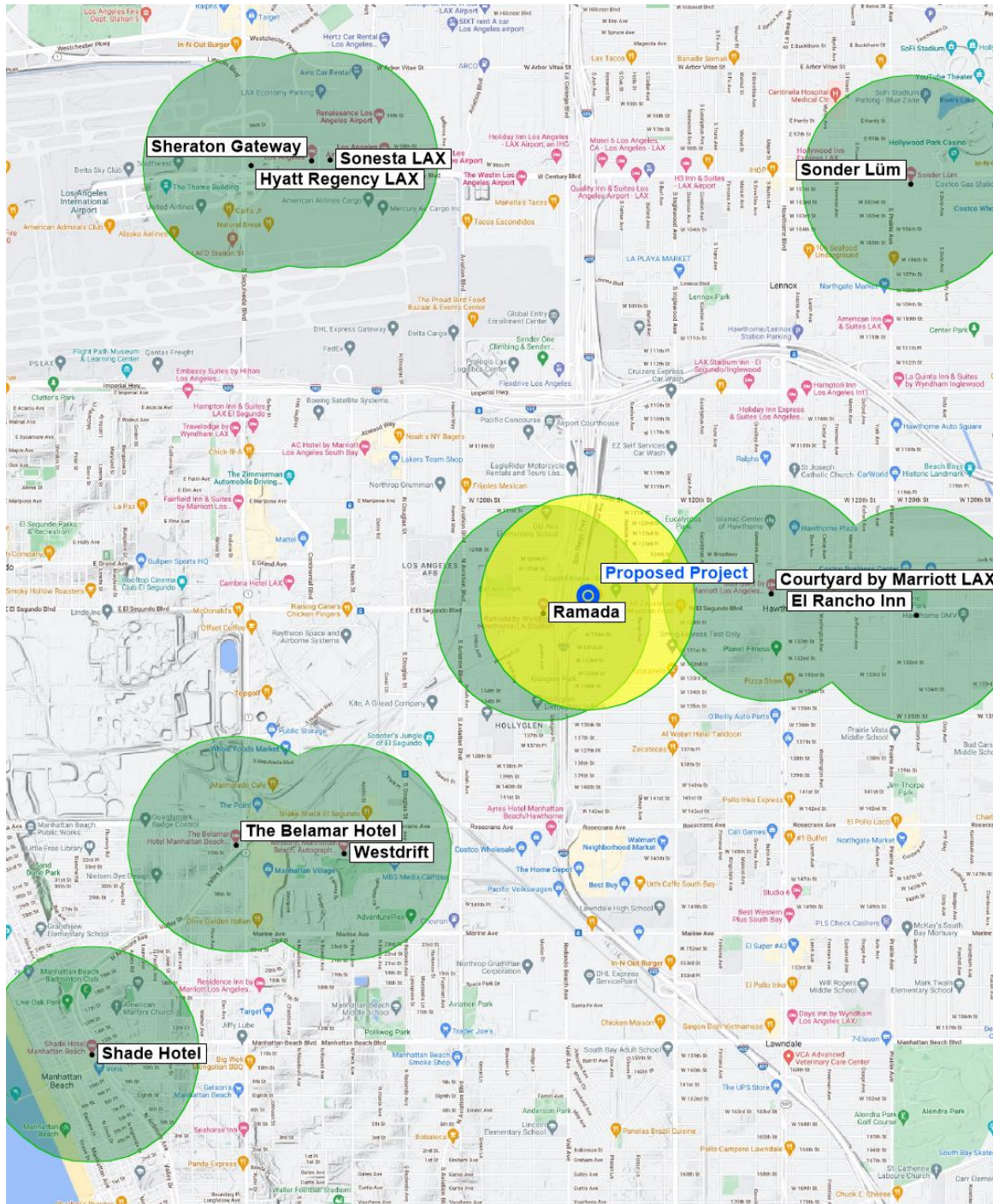
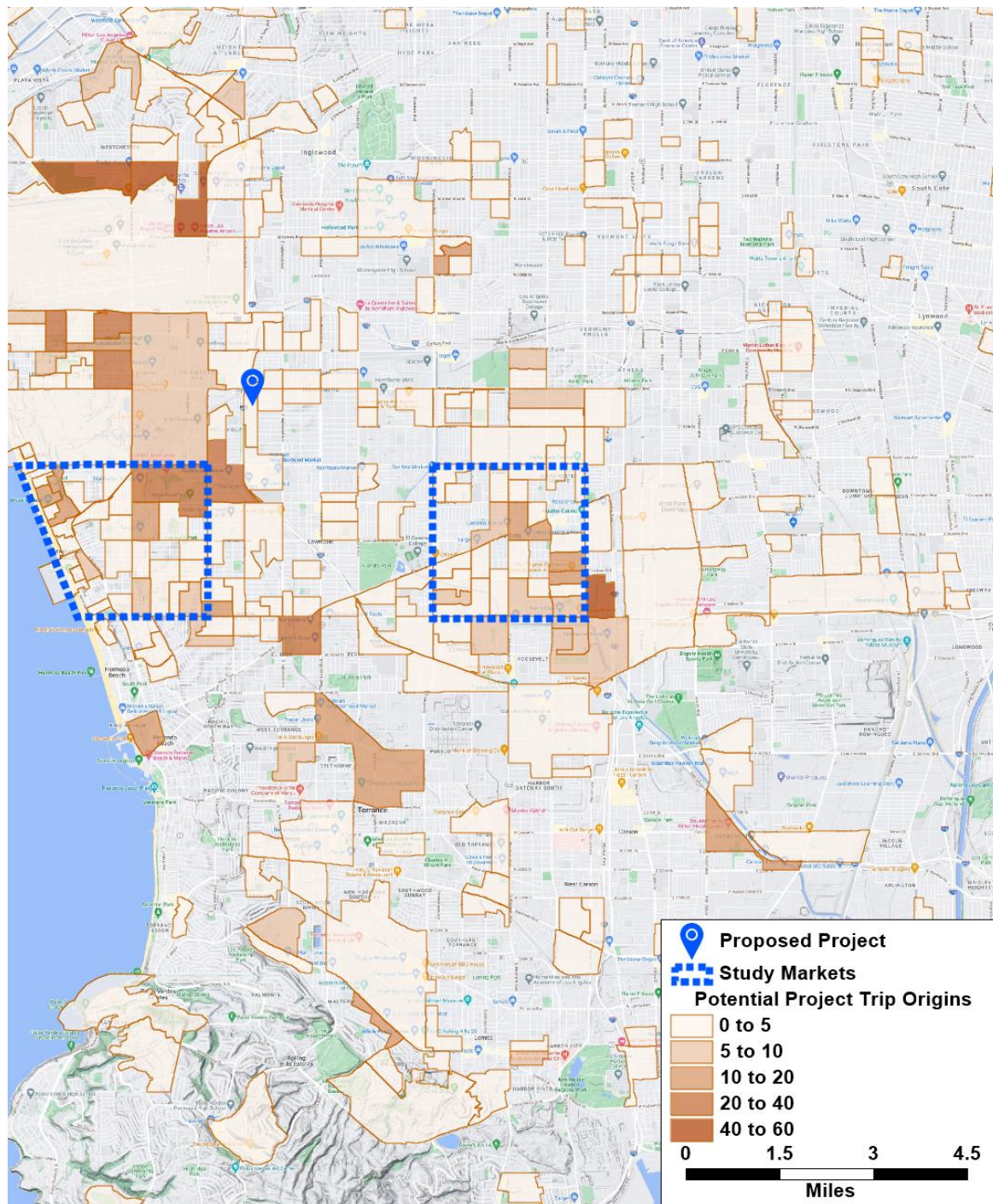


Exhibit 2: Daily Trip Estimates for Hotel Markets



ATTACHMENT 9

PROOF OF PUBLICATION



Herald Publications
531 Main St., #1160.
El Segundo, CA 90245
(310) 322-1830 • Fax (310) 322-2787

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I declare, that I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk responsible for accepting, formatting and publishing legal notices in the **Hawthorne Press Tribune**, a newspaper of general circulation, printed and published **weekly** in the City of **Hawthorne**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of **July 31, 1959**, Case Number **187530**; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

9/19/2024

All in the year **2024**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at **Hawthorne**, California,

this **19** day of **September 2024**

Signature

Code # HH-28765

This space is for the County Clerk's Filing Stamp

Proof of Publication of:

**NOTICE OF PUBLIC HEARING
CONDITIONAL USE PERMIT 2022CU11,
DESIGN REVIEW 2022DR06
and STREET VACATION SD-2024-0001**

PUBLIC NOTICE is hereby given that the Planning Commission of the City of Hawthorne will hold a public hearing to consider the following matter:

CONDITIONAL USE PERMIT NO. 2022CU11: A request to approve a new Home2 branded 7-story hotel with 142 guestrooms and associated parking. (1st & 2nd floors for parking, 4th thru 6th floors for guestrooms, and 7th floor roof access).

DESIGN REVIEW 2022DR06: A request to approve the proposed site design (exterior architectural building facade, landscaping, etc.) for a new Home2 branded hotel.

STREET VACATION SD-2024-0001: A request to vacate a portion of Bart Avenue within the project site. The portion of Bart Avenue to be vacated is undeveloped and has not been utilized as a part of the public right-of-way.

PROJECT LOCATION: 5151 El Segundo Blvd. - City of Hawthorne, Los Angeles County, State of California.

MEETING DETAILS:

Day: Wednesday
Date: October 2, 2024
Time: 6:00 PM
Place: City Council Chambers
4455 West 126th Street
Hawthorne, CA 90250

Those interested in this item may appear at the meeting and submit oral or written comments.

Written information pertaining to this item must be submitted to the Planning and Community Development Department prior to 5:00 PM October 2, 2024, at 4455 West 126th Street, Hawthorne, California 90250 or emailed to nlevey@cityofhawthorne.org. For additional information, you may contact Nathan Levey at (310) 349-2970 or at the email noted above.

ENVIRONMENTAL REVIEW: Conditional Use Permit No. 2022CU11, Design Review 2022DR06, and Street Vacation SD-2024-0001 is Categorically Exempt per Section 15332, Class 32. The proposed development occurs within city limits on a project site of no more than five acres and is substantially surrounded by urban uses, it has no value as habitat for endangered, rare or threatened species and approval would not result in significant effects related to traffic, noise, air quality, or water quality. The project is consistent with general plan policies as well as with applicable zoning designation and regulations. The proposed 7-story hotel will consist of 142 rooms with associated parking. The site area is 28,269 sq. ft. and is located within the C-3 (General Commercial) zone.

PLEASE NOTE that pursuant to Government Code Section 65009: In an action or proceeding to attack, review, set aside, void, or annul a finding, determination or decision of the Planning Commission or City Council, the issues raised shall be limited to those raised at the public hearing in this notice or in written correspondence delivered to the Planning Commission or City Council at or prior to the public hearing.

El Segundo Herald Pub. 9/19/24

HH-28765

ATTACHMENT 10

NOTICE OF EXEMPTION

NOTICE OF EXEMPTION
CONDITIONAL USE PERMIT APPLICATION 2022CU11

NOTICE OF EXEMPTION

TO: County Clerk/Registrar-Recorder County of Los Angeles Environmental Filings 12400 East Imperial Highway, Room 2001 Norwalk, CA 90650	FROM: Planning Department City of Hawthorne 4455 West 126th St. Hawthorne, CA 90250
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Project Title and Location (including county): Conditional Use Permit 2022CU11
5151 W. El Segundo Blvd.
City of Hawthorne, County of Los Angeles

Project Description: A request to approve a new Home2 branded 6-story hotel with 142 guestrooms and associated parking.

Name of Public Agency Approving Project: City of Hawthorne Planning Department
Name of Person/Agency Carrying Out Project: Mohammad Pournamdari

Exempt Status: (Check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: Section: 15332 Class: 32
- ☐ Statutory Exemption: Section: _____ Class: _____

Reasons why project is exempt:

Staff reviewed the proposed development project in accordance with the California Environmental Quality Act (CEQA) guidelines. The proposed project is exempt from the requirements of preparing an Environmental Impact Report (EIR) or Negative Declaration because the project meets the criteria for a Class 32 Categorical Exemption pursuant to Section 15332, (In-Fill Development Projects) of CEQA. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits on a project site of no less than five acres that is completely surrounded by urban uses. The project site has no value as habitat for endangered, rare, or threatened species, approval will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site is adequately serviced by all required utilities and public services.

HABITAT VALUE

As established in the Phase I Environmental Site Assessment (ESA) for this site, the project site began development between 1952 and 1963 with multiple structures being developed for commercial purposes. Since then, a series of different developments have occurred with the most recent being

removal of all structures on the western portion of the lot by 2002 and a commercial structure for vehicle maintenance in the eastern portion which has been vacant since at least 2012. The site is entirely surrounded by urban uses, including a railroad, a freeway, a main arterial road, and single family homes. Due to the previous development of the site as well as the surrounding uses, the project site has been determined to have no value as habitat for endangered, rare, or threatened species.

ENVIRONMENTAL IMPACTS

During the Planning Commission meeting in February of 2023, the Commission requested technical studies to be conducted to ensure there would be no significant effects relating to traffic, noise, air quality, or water quality. These studies were conducted in 2023 and the results indicated that there would be no impacts related to traffic as vehicle miles traveled (VMT) would actually decrease with the project. Further, air quality and noise studies revealed that no significant impacts would occur to either during both construction and operation of the project.

Finally, the Phase I ESA examined the site for its potential risk to health and human safety as well as possible contamination of soil that may impact underlying groundwater. The Phase I did not find significant levels of contaminants in any tested samples. The study did identify a possible source of contamination as aerially deposited lead (ADL). While no samples indicated the presence of elevated lead levels, the Phase I recommended a Soil Management Plan (SMP) be implemented. While not a significant impact, the City has still incorporated the requirement for an approved SMP into the Conditions of Approval for the CUP resolution.

Another issue mentioned by the Phase I ESA were the soil samples remaining on site from a previous Phase II ESA conducted in 2022. This Phase II ESA tested soil samples for any impact caused by the previous use of the site as an automotive repair facility and the previous underground storage tanks. All compounds and chemicals tested for were either not detectable or below any level that would indicate further investigation or that any remediation would be required. As such, these soil samples do not represent a potential impact.

Based upon the technical studies conducted for this project site, project approval would not result in any significant effects relating to traffic, noise, air quality, or water quality.

CONCLUSION

The proposed project meets all the requirements found in CEQA State Guidelines Section 15332 for in-fill development. The site's size and location are appropriate, the project is consistent with the General Plan, there would be no impact to sensitive habitats, all utility services can be provided, and technical studies validated that there would be no significant effects relating to traffic, noise, air quality, or water quality. As such, adoption of a Notice of Exemption under Class 32 for In-Fill Development is appropriate.

Lead Agency Contact Person and Phone Number:

Nathan Levey 310-349-2970

Prepared and filed by the Hawthorne Planning Department by:

Nathan Levey, Assistant Planner		November 6, 2024
Signature	Printed Name and Title	Date

NOTICE OF EXEMPTION
DESIGN REVIEW APPLICATION 2022DR06

NOTICE OF EXEMPTION

TO: County Clerk/Registrar-Recorder County of Los Angeles Environmental Filings 12400 East Imperial Highway, Room 2001 Norwalk, CA 90650	FROM: Planning Department City of Hawthorne 4455 West 126th St. Hawthorne, CA 90250
---	---

Project Title and Location (including county): Design Review Application 2022DR06
5151 W. El Segundo Blvd.
City of Hawthorne, County of Los Angeles

Project Description: A request to approve the proposed site design (exterior architectural building facade, landscaping, etc.) for a new Home2 branded hotel.

Name of Public Agency Approving Project: City of Hawthorne Planning Department
Name of Person/Agency Carrying Out Project: Mohammad Pournamdari

Exempt Status: (Check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
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- ☐ Statutory Exemption: Section: _____ Class: _____

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HABITAT VALUE

As established in the Phase I Environmental Site Assessment (ESA) for this site, the project site began development between 1952 and 1963 with multiple structures being developed for commercial purposes. Since then, a series of different developments have occurred with the most recent being

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Lead Agency Contact Person and Phone Number:

Nathan Levey 310-349-2970

Prepared and filed by the Hawthorne Planning Department by:

	Nathan Levey, Assistant Planner	November 6, 2024
Signature	Printed Name and Title	Date

NOTICE OF EXEMPTION
STREET VACATION APPLICATION SD-2024-0001

NOTICE OF EXEMPTION

TO: County Clerk/Registrar-Recorder County of Los Angeles Environmental Filings 12400 East Imperial Highway, Room 2001 Norwalk, CA 90650	FROM: Planning Department City of Hawthorne 4455 West 126th St. Hawthorne, CA 90250
---	---

Project Title and Location (including county): Street Vacation SD-2024-0001
5151 W. El Segundo Blvd.
City of Hawthorne, County of Los Angeles

Project Description: A request to vacate a portion of Bart Avenue within the project site. The portion of Bart Avenue to be vacated is undeveloped and has not been utilized as a part of the public-right-of-way.

Name of Public Agency Approving Project: City of Hawthorne Planning Department
Name of Person/Agency Carrying Out Project: Mohammad Pournamdari

Exempt Status: (Check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
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- ☒ Categorical Exemption: Section: 15332 Class: 32
- ☐ Statutory Exemption: Section: _____ Class: _____

Reasons why project is exempt:

Staff reviewed the proposed development project in accordance with the California Environmental Quality Act (CEQA) guidelines. The proposed project is exempt from the requirements of preparing an Environmental Impact Report (EIR) or Negative Declaration because the project meets the criteria for a Class 32 Categorical Exemption pursuant to Section 15332, (In-Fill Development Projects) of CEQA. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits on a project site of no less than five acres that is completely surrounded by urban uses. The project site has no value as habitat for endangered, rare, or threatened species, approval will not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site is adequately serviced by all required utilities and public services.

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Lead Agency Contact Person and Phone Number:

Nathan Levey

310-349-2970

Prepared and filed by the Hawthorne Planning Department by:

Nathan Levey, Assistant Planner

November 6, 2024

Signature

Printed Name and Title

Date _____