Attachment 1

Draft EIR Comment Letters Received

CALIFORNIA Water Boards

GAVIN NEWSOM
GOVERNOR

YANA GARCIA
SECRETARY FOR
ENVIRONMENTAL PROTECTION

State Water Resources Control Board

March 27, 2024

City of Santa Clarita
Attn: Erika Iverson
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

CITY OF SANTA CLARITA, ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE WILEY CANYON PROJECT (PROJECT); STATE CLEARINGHOUSE # 2022030626

Dear Erika Iverson:

Thank you for the opportunity to review the EIR for the proposed Project. The State Water Resources Control Board, Division of Drinking Water (State Water Board, DDW) is responsible for issuing water supply permits pursuant to the Safe Drinking Water Act. This Project is within the jurisdiction of the State Water Board, DDW's Angeles District. DDW Angeles District issues domestic water supply permit amendments to the public water systems serviced with a new or modified source of domestic water supply or new domestic water system components pursuant to Waterworks Standards (Title 22 CCR chapter 16 et. seq.). A public water system requires a water supply permit amendment when changes are made to a domestic water supply source, storage, or treatment and for the operation of new water system components- as specified in the Waterworks Standards. The Santa Clarita Valley Water Agency will need to apply for a water supply permit amendment for this Project. A1-1

<u>The State Water Board, DDW, as a responsible agency under the California Environmental Quality Act (CEQA), has the following comments on the EIR:</u>

- The EIR (page 73) discusses several off-site improvements to the public water system would be needed to facilitate the buildout of the Project including:
  - Constructing a new 1.5-million-gallon storage tank within the existing Santa Clarita Valley Water Agency tank site located approximately 3,100 feet east of the project site.

  However, per section 1.6 Required Permits and Approvals, it is not listed that the Project will require a domestic water supply permit with the State Water Board, DDW. Please include the State Water Board, DDW, in the list of required approvals for the domestic water supply permit amendment. A1-2

  Additionally, design drawings and specifications for the storage tank must be submitted to the Angeles District prior to construction of the tank pursuant to CCR section 64585(b). A1-3

Once the EIR has been adopted/certified, please forward the following items in support of Santa Clarita Valley Water Agency permit application to the State Water Board, DDW Angeles District Office at DWPDIST22@waterboards.ca.gov:

- Copy of the EIR with all comment letters received and the lead agency responses as appropriate.
- Copy of the Mitigation Monitoring Report Plan (MMRP).
- Copy of the Resolution or Board Minutes adopting the EIR.
- Copy of the date stamped Notice of Determination filed at the Los Angeles County Clerk's Office and the Governor's Office of Planning and Research, State Clearinghouse.

A1-4

Please contact Adrian Dela Calzada of the State Water Board at (916) 341-5167 or Adrian.Delacalzada@waterboards.ca.gov, for questions regarding this comment letter.

Sincerely,

Adrian Dela Calzada

Adrian Dela Calzada
Environmental Scientist
Division of Financial Assistance
Special Project Review Unit
1001 I Street, 16th floor
Sacramento, CA 95814

Cc:

Office of Planning and Research, State Clearinghouse

Bill Liang
District Engineer
Angeles District

From: Erika Iverson
Sent: Thursday, April 11, 2024 9:03 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: DTSC Comments- Wiley Canyon Project
Attachments: DTSC Comment Letter -Wiley Canyon Project.pdf

From: CEQAReview <ceqareview@dtsc.ca.gov>
Sent: Thursday, April 11, 2024 7:11 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Office of Planning and Research - State Clearinghouse <State.clearinghouse@opr.ca.gov>
Cc: Kereazis, Dave@DTSC <Dave.Kereazis@dtsc.ca.gov>; Wiley, Scott@DTSC <Scott.Wiley@dtsc.ca.gov>; Purvis, Tamara@DTSC <Tamara.Purvis@dtsc.ca.gov>
Subject: DTSC Comments- Wiley Canyon Project

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Hello Erika,

Thank you for the opportunity for the Department of Toxic Substances Control to review and comment on the Wiley Canyon Project. Attached you will find DTSC's comments for consideration. If you have any questions or comments, please reply to this email for guidance. A2-1

Thank you,

CEQA Unit
HWMP-Permitting
Department of Toxic Substances Control
California Environmental Protection Agency
CEQAReview@dtsc.ca.gov

Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Yana Garcia
Secretary for
Environmental Protection

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

April 11, 2024

Erika Iverson
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355
eiverson@santa-clarita.com

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE WILEY CANYON PROJECT DATED MARCH 1, 2024 STATE CLEARINGHOUSE # 2022030626

Dear Erika Iverson,

The Department of Toxic Substances Control (DTSC) received a DEIR for the Wiley Canyon Project. The Project proposes to develop a 277, 108-square-foot, senior living facility, approximately 8,914 square feet of commercial space, 379 multifamily residential apartments, and a publicly accessible outdoor recreational field space on a vacant 31.8-acre site. The Project would include landscaping throughout the site to be used for the screening of buildings and for the proposed fuel modification zones. A new pedestrian trails/maintenance road would be constructed throughout the project site and along Wiley Canyon Road. The Project would include off-site circulation improvements to Wiley Canyon Road. The improvements differ across intersections and segments of the roadway (i.e., proposed roundabouts, bus bays, utility improvements); however, along the right-of-way, proposed Class I, II and III bicycle

A2-2

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routes, pedestrian facilities and trail paths, and two drive lanes (one for each direction) are proposed. The installation of off-site roundabouts along Wiley Canyon Road is proposed at the project's entrance; at Canerwell Street, and at Calgrove Boulevard. In addition, off-site improvements are necessary for the buildout of the Project, including a new water line proposed within Old Wiley Canyon Road, a new storage tank and a new pump within an existing pump station. Based on our Project review, DTSC requests consideration of the following comments.

A2-2 Cont.

1. A Phase I Environmental Site Assessment (ESA) recommended a Phase II ESA be completed. There is no evidence a Phase II ESA was completed per the recommendation. If a Phase II ESA produces any hazardous waste or hazardous waste concerns, DTSC recommends the City of Santa Clarita work with the County of Los Angeles who can provide oversight as a certified local agency or enter into DTSC's Standard Voluntary Agreement (SVA) program so a proper evaluation of the Project can be reviewed by designated DTSC technical staff. The FLUXX portal link is provided and the page also has a link to the Fluxx User Guide that can help you navigate the system. You will need to create a new profile and once in the system, click "Start a Request for Lead Agency Oversight Application." If you have any questions about the application portal, please contact the DTSC Brownfield Coordinator Gregory Shaffer or contact the Application Portal Inbox.

A2-3

2. In 4.8.4 Impact Analysis of the Hazards and Hazardous Materials section of the DEIR, it states, "Given the age of these structures, and consistent with the findings reported in the Phase I ESA, the presence of hazardous building materials containing asbestos or lead-based paint (LBP) are possible. However, before the Building Official issues a demolition permit, a hazardous building materials survey would be required by a licensed contractor. The identification, removal, and disposal of asbestos containing materials (ACMs) is regulated under Title 8 of the California Code of Regulations Sections 1529 and 5208. The identification, removal and disposal of LBP is regulated under 8 CCR section 1532.1. For both ACM and LBP, all work must be conducted

A2-4

by a State-certified professional. If ACM and/or LBP is determined to exist onsite, a site-specific hazard control plan must be prepared and submitted to the appropriate agency detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel (South Coast Air Management District for asbestos and Cal/OSHA for lead)." South Coast Air Quality Management District is not a certified oversight therefore oversight from DTSC or another agency listed as a local agency resource is required.

A2-4 Cont.

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.

A2-5

4. DTSC recommends that all imported soil and fill material should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.

A2-6

DTSC appreciates the opportunity to comment on the Wiley Canyon Project. Thank you for your assistance in protecting California's people and environment from the

A2-7

harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via email for additional guidance.

A2-7 Cont.

Sincerely,

Dave Kereazis

Dave Kereazis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

cc: (via email)

Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

Tamara Purvis
Associate Environmental Planner
CEQA Unit – HWMP
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

Comment Letter A3

From: Erika Iverson
Sent: Friday, April 12, 2024 12:30 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Project, Draft Environmental Impact Report SCH# 2022030626
Attachments: Wiley Canyon Project.pdf

From: Diaz-Barriga, Frida@Wildlife <Frida.Diaz-Barriga@Wildlife.ca.gov>
Sent: Friday, April 12, 2024 12:21 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Turner, Jennifer@Wildlife <Jennifer.Turner@wildlife.ca.gov>; Gibson, Steve@Wildlife <Steve.Gibson@wildlife.ca.gov>; Rieman, Frederic@Wildlife <Frederic.Rieman@Wildlife.ca.gov>; Aitken, Andrew@Wildlife <Andrew.Aitken@Wildlife.ca.gov>; OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>
Subject: Wiley Canyon Project, Draft Environmental Impact Report SCH# 2022030626

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Hello Erika,

Please see the attached documents for your records. If you have any questions, please feel free to contact Julisa Portugal at Julisa.Portugal@wildlife.ca.gov or at (562) 330-7563.

A3-1

Thank you,
Frida

Frida Diaz (She/Her) | Staff Services Analyst

California Department of Fish and Wildlife

South Coast Region 5

3030 Old Ranch Parkway, Suite 400

Seal Beach, CA 90740

Work Cell 858-203-5876

Office (858) 467-2702

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

April 12, 2024

Erika Iverson
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355
eiverson@santa-clarita.com

SUBJECT: WILEY CANYON PROJECT, DRAFT ENVIRONMENTAL IMPACT REPORT, SCH#2022030626; LOS ANGELES, CA

Dear Erika Iverson:
The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR) from the City of Santa Clarita (City; Lead Agency) for the Wiley Canyon Project (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

A3-2

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq*.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered

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Species Act (CESA) (Fish & G. Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

A3-2 Cont.

PROJECT DESCRIPTION SUMMARY

Proponent: Wiley Canyon, LLC

Objective: The proposed Project is a redevelopment of vacant land into a mixed-use development. The land would be separated into seven lots and consist of a senior living facility, commercial space, multi-family residential apartments, outdoor recreational field space, infrastructure improvements, and off-site improvements. The senior living facility (facility) would be located in the northern portion of the Project site on a 7.27-acre pad. In addition to the facility, a total of 379 multi-family residential units would be constructed on approximately 12.64 acres towards the center of the Project site. A 50,600 square-foot passive recreational grass pad is proposed on the southern portion of the Project site. Moreover, 1.3 miles of an asphalt pedestrian trail (16-foot-wide) would be constructed throughout the Project site and along Wiley Canyon Road, and roughly 2.9 acres located east of Wiley Canyon Road would remain undeveloped.

Fire-resistant and drought tolerant landscaping would be installed throughout the Project site including the fuel modification zones. A total of 450 trees, including but not limited to, date palms (*Phoenix dactylifera*), coast live oak (*Quercus agrifolia*), and southern magnolia (*Magnolia grandiflora*) trees would be planted throughout the Project site. To create defensible space, a setback zone (Zone A) of 30 feet is proposed from all proposed structures. Landscaping within these areas would be owner-maintained and plants selected for these areas would adhere to the Fire Department's approved plant list. In Zone B, a minimum setback of 30 to 70 feet would occur next to Zone A. Zone B would also include landscaping and Project design features that would be permanently irrigated. The Project also proposes a Zone C within the undeveloped area, located east of Wiley Canyon Road. Zone C would have a minimum setback of 50 to 100 feet and would comprise of thinned and maintained vegetation. Zone C would not be irrigated.

A3-3

In addition to defensible space, infrastructure and off-site improvements are proposed. The Project would connect to and utilize existing utilities and service systems near the Project site. Three basins would also be installed on site. A 0.69-acre drainage basin would be constructed immediately south of the multi-family apartment buildings. Two smaller water quality basins would be located in the northwestern end of the Project site and the eastern portion of the Project site. Several walls and fences would be installed within and surrounding the Project site. Additionally, soil cement bank protection would be constructed adjacent to the trail, between the proposed drainage basin and the Santa Clara River. Off-site improvements include street improvements along Wiley

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Canyon Road and intersecting streets. Other off-site improvements include replacement of water lines within Wiley Canyon Road, replacement of pumps at the existing Santa Clarita Valley Water Agency (SCVWA) pump station, and construction of a new gallon storage tank at the existing SCVWA tank site, located east of the Project site.

Location: The 31.8-acre Project site is located at 24924 Hawkbryn Avenue in the Newhall area of the City. The Project site is bound by Interstate 5 to the west, Wiley Canyon Road to the east, Hawkbryn Avenue to the north and Calgrove Boulevard to the south. A separate vacant parcel associated with the Project is located east of Wiley Canyon Road. The Assessor's Parcel Numbers associated with the Project site include 2825-012-007, 2825-012-010, 2825-012-011, 2825-012-901, and 2825-012-902.

A3-3 Cont.

Timeframe: The Project is anticipated to be constructed over a 24-month period commencing in the first quarter of 2025.

Biological Setting: The Project site consists of vacant land that was formerly occupied by the Smiser Mule Ranch. In the northern portion of the Project site currently exists two metal buildings, two mobile homes, former mule barns, and one drained man-made water basin. The northeastern portion of the Project site is separated from the majority of the Project site by Wiley Canyon Road. The 2.5-acre northeastern portion consists of vacant land on an elevated hillside with an existing retaining wall. Generally the site is disturbed by past agricultural activities and commercial use.

The southern fork of the Santa Clara River flows along the eastern boundary of the Project site through a triple concrete box culvert under the freeway at the southern end and continues northernly into a concrete lined channel. Additionally, there is an unnamed intermittent stream that flows in a northernly direction until it enters an underground culvert connected to the southern portion of the Project site.

A3-4

A general biological survey was conducted in August 2020 and updated June 2023, findings from the surveys were compiled in a Biological Resources Technical Report (BRTR). While the majority of the Project site is classified as ruderal (22.65 acres), there are several vegetation communities throughout the Project site. Sensitive vegetation communities observed within the Project site that would be impacted include Fremont cottonwood forest (*Populus fremontii* Forest Alliance; 1.31 acres), Fremont cottonwood and mule fat forest (*Populus fremontii-Baccharis salicifolia* forest alliance; 0.48 acre), and California sycamore woodland (*Plantanus racemosa* woodland; 0.12 acre). These sensitive vegetation communities are located near intermittent streams within the southern portion of the Project site. For special-status plant species, southern California black walnut (*Juglans californica*) trees were identified within the Project site, but outside of the proposed impact areas. A total of four oak (*Quercus* spp.) trees would be removed and 19 oak trees would be encroached upon.

No special status wildlife were observed within the Project site during surveys. There is a moderate potential for Crotch's bumble bee (*Bombus crotchii*; CESA candidate),

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Cooper's hawk (*Accipiter cooperii*), and least Bell's vireo (*Vireo bellii pusillus*; Endangered Species Act (ESA)- and CESA-listed endangered) to utilize the Project site. Additionally, there is marginal habitat on site for California legless lizard (*Anniella* spp.; California Species of Special Concern (SSC)), coastal whiptail (*Aspidoscelis tigris stejnegeri*; SSC), and arroyo toad (*Anaxyrus californicus*; ESA-listed endangered and SSC). Mitigation measures to avoid, minimize, and/or mitigate adverse Project impacts on Crotch's bumble bee, least Bell's vireo, sensitive natural communities, aquatic resources, and nesting birds were incorporated in the DEIR.

A3-4 Cont.

Project History: A Notice of Preparation (NOP) comment letter was submitted to the City on April 25, 2022.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately avoiding and/or mitigating the Project's impacts on fish and wildlife (biological) resources. Additional comments or other suggestions may also be included to improve the document. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

A3-5

Comment #1: Human-Wildlife Interface

Issue: The Project may increase human and wildlife interactions through the incorporation of a recreational trail system through the Project site and along Wiley Canyon Road.

Specific impacts: The proposed Project would create an asphalt trail through the Project site, primarily along the Santa Clara River. Impacts to wildlife could result in mortality or injury, increased human disturbance in areas supporting habitat, reproductive suppression during breeding season, or population decline of a special-status species.

A3-6

Why impact would occur: The DEIR states that an objective of the Project is to provide "[a] trail with public access along Wiley Canyon Road and within the Project site along Wiley Canyon Creek" (page 1-3). Increasing human foot traffic would result in increased noise levels in sensitive areas, increased trash or pet waste, and introduction of unnatural food sources via trash and trash receptacles. While some components of the trail are defined in the Project description and maps, sensitive habitats such as sensitive vegetation communities, undeveloped areas, and earthen portions of the Santa Clara River may be encroached upon and disturbed. Outdoor recreation may also cause distress on individual wildlife, resulting in energetic costs to the animal and decline in the animals' behavior and fitness. Studies have shown that outdoor recreation

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is the second leading cause of the decline of federally threatened and endangered species on public lands (Losos et al. 1995) and fourth leading cause on all lands (Czech et al. 2000). If not designed appropriately, the creation of a recreational trail would lead to an increase in human-wildlife interactions that may result in harm to wildlife and/or humans.

Evidence impact would be significant: The Project site supports a variety of special-status species. Impacts to special-status species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to special status plant or wildlife species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or United States Fish and Wildlife Service (USFWS), hereafter collectively referred to as Wildlife Agencies.

Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #1: Asphalt is a semi-solid form of petroleum. Construction of a trail using asphalt may result in hydrocarbons and heavy metals becoming a point source of environmental contamination towards on-site biological resources. CDFW recommends that the Project use alternatives to hydrocarbon-based asphalt paving.

A3-6 Cont.

Mitigation Measure #1: Public Education – The Project proponent shall install appropriate public information signage at trailheads and/or along trails to: 1) educate and inform the public about wildlife present in the area; 2) advise on proper avoidance measures to reduce human-wildlife conflicts; 3) advise on proper use of open space trails in a manner respectful to wildlife (e.g., dogs on leash, proper waste disposal); and, 4) provide local contact information to report injured or dead wildlife. Signage shall be written in language(s) understandable to all those likely to recreate and use the trails. Signs shall not be made of materials harmful to wildlife such as spikes or glass.

Mitigation Measure #2: Trash – Trash receptacles shall be placed only at trailheads to avoid creating an unnatural food source that may attract nuisance wildlife and to minimize waste in core habitat areas.

Mitigation Measure # 3: Dogs – The Project proponent shall prohibit dogs from known sensitive habitat within the Project site. Pets shall always be kept on leash and on trails. Trail users shall be encouraged to clean up after their dogs.

Comment #2: Impacts on Sensitive Natural Communities

A3-7

Issue: The mitigation measure proposed in the DEIR may not be sufficient to mitigate the Project's impacts on sensitive natural communities.

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Specific Impact: Project activities in the southern portion of the Project site would directly impact sensitive forest and woodland communities on site. Project activities may include tree removal, grading, and installation of trail and soil cement bank protection.

Why impact would occur: According to the BRTR, the California Sycamore woodland, Fremont cottonwood forest, and Fremont cottonwood-mulefat forest are all along a portion of the southern fork of the Santa Clara River. The DEIR acknowledges the sensitive status of these natural communities and incorporated Mitigation Measure BIO-4 to reduce the Project's impact to a level less than significant. The mitigation measure proposes to mitigate through, "[e]nhancement or restoration of remaining on-site sensitive plant communities at a ratio of 1:1 or the creation of new sensitive plant communities within the newly created channel area" (page 1-15). The DEIR does not include a biologically-focused discussion as to how 1:1 enhancement or restoration is sufficient to reduce the Project's impact to a level below significance. CDFW has concerns that this mitigation will not offset Project impacts appropriately. Sensitive plant communities play a vital role in the biodiversity and biological integrity of the Project site. Project activities involving removal of these plant communities will contribute to permanent and temporal loss of habitat for wildlife species that rely on these native plant communities. In addition, there may be a longer re-establishment period for sensitive natural communities and higher risk of failure especially during periods of drought, which results in prolonged temporal loss of habitat. Additionally, the mitigation measure states that the Project proponent would have the option to pay into an in-lieu fee program. Generally, CDFW does not support the use of in-lieu fees as mitigation to offset impacts; specifically in this case, in-lieu fees would not disclose how mitigation would occur, resulting in a net loss of sensitive plant communities within the Project area. CDFW is concerned that the mitigation proposed does not adequately offset the Project's impacts to these valued biological resources.

A3-7
Cont.

Evidence impact would be significant: Natural communities with state rarity ranks of S1-S3 are considered sensitive natural communities. California sycamore woodland, Freemont cottonwood forest, and Freemont cottonwood-mule fat forest have a state rarity rank of S3. Impacts to sensitive vegetation communities should be considered significant under CEQA unless they are clearly mitigated below a level of significance. Inadequate or lack of avoidance, minimization, and mitigation measures for impacts to special status plant species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW.

Recommended Potentially Feasible Mitigation Measure(s)

Mitigation Measure #4: Mitigation Measure-BIO-4 Sensitive Plant Communities - Mitigation Measure BIO-4 shall be revised to incorporate the <u>underlined</u> language and omit language in strikethrough:

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Before the Building Official issues a grading permit, impacts to sensitive plant communities (e.g., Fremont cottonwood/mulefat forest, Fremont cottonwood forest, and California sycamore woodland) must be mitigated through ~~enhancement or~~ restoration of remaining on-site sensitive plant communities at a minimum ratio of 2:1 ~~1:1~~ or the creation of new sensitive plant communities within the newly created channel area. A habitat mitigation and monitoring plan must be prepared by a City-approved biologist or restoration ecologist and submitted for review and approval by the City and CDFW ~~approved by the City~~ before the Public Works Director, or designee, issues a grading permit. The mitigation and monitoring plan must focus on the removal of nonnative elements within disturbed habitat areas of the project site or depict creation areas, planting/restoration methods and success criteria. In addition, this plan must provide details as to its implementation, maintenance, and future monitoring including the following components:

- description of existing sensitive plant communities on the Project site;
- summary of permanent impacts to the sensitive community based on approved Project design;
- proposed mitigation location areas, with description of existing conditions prior to mitigation implementation;
- detailed description of restoration or enhancement goals;
- description of implementation schedule, site preparation, erosion control measures, planting plans, and plant materials;
- provisions for mitigation site maintenance and control on non-native invasive plants; ~~and~~
- monitoring plan, including performance standards, adaptive management measures, and an irrigation schedule; and
- monitoring reporting to the City of Santa Clarita

Alternatively, mitigation for sensitive plant community impacts may be achieved through off-site restoration or enhancement at a ratio no less than 3:1 ~~1:1~~ and may include the purchase of mitigation credits at an agency-approved off-site mitigation bank ~~or an in-lieu fee program~~ within Los Angeles County acceptable to the City.

A3-7
Cont.

Comment #3: Impacts on Crotch's Bumble Bee

Issue: The Project may impact Crotch's bumble bee.

Specific impacts: Project activities may result in temporal or permanent loss of suitable nesting and foraging habitat of Crotch's bumble bee. Ground-disturbing activities may result in death/injury of adults, eggs, and larva, burrow collapse, nest abandonment, and reduced nest success.

Why impacts would occur: There is a moderate potential for Crotch's bumble bee to be utilize the Project site for nesting and foraging opportunities. The DEIR has included

A3-8

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Mitigation Measure BIO-1 to avoid and minimize impacts to Crotch's bumble bee; however, the measure is not in alignment with most recent CDFW survey protocol and best available science. Without revision, the measure may not avoid or mitigate impacts to Crotch's bumble bee below to below significant

. **Evidence impact would be significant:** Crotch's bumble bee is designated as a candidate species under CESA and afforded full protection. Crotch's bumble bee also meets the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Impacts on Crotch's bumble bee may require a mandatory finding of significance because the Project would have the potential to threaten to eliminate a plant or animal community and/or substantially reduce the number or restrict the range of an endangered, rare, or threatened species (CEQA Guidelines, §15065).

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #5: Mitigation Measure-BIO-1: Crotch's Bumble Bee - Mitigation Measure BIO-1 Crotch's Bumble Bee shall be revised to incorporate the underlined language and omit language in strikethrough:

~~A pre-construction surveys~~ Surveys for Crotch bumble bee shall ~~must~~ be conducted within one year of Project ground-disturbing activities. ~~the construction footprint before starting of initial vegetation removal or initial grading activities occurring during the Crotch bumble bee nesting period (February 1 through October 31). The survey must confirm that no nests/hives for Crotch bumble bee are located within the construction area. The pre-construction surveys~~ Surveys shall ~~must~~ include 1) a habitat assessment and 2) focused surveys, both of which shall adhere to ~~will be based on recommendations described in~~ the "Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species," released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current at the time of construction.

A3-8
Cont.

The habitat assessment ~~must, at a minimum,~~ shall include historical and current species occurrences; document potential habitat onsite including foraging, nesting, and/or overwintering resources; and identify which plant species are present. ~~For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush piles, and man-made structures that may support bumble bee colonies such as rock walls, rubble, and furniture. If nesting resources are present in the Project site impact area, focused surveys will be conducted.~~

~~The focused survey will~~ Focused surveys shall be performed by a qualified entomologist ~~biologist~~ with the appropriate handling permits and familiarity with identification, behavior, and life history of the species. ~~expertise in surveying for bumble bees and include~~ Surveys shall include at least three survey passes that are not on sequential days or in the same week, preferably spaced two to four weeks apart. The timing of

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these surveys must coincide with the Colony Active Period (April 1 through August 31 for Crotch bumble bee). Surveys shall ~~may~~ occur between one hour after sunrise and two hours before sunset. Surveys shall ~~will~~ not be conducted during wet conditions (e.g., foggy, rain, or drizzling) ~~and surveyors will wait at least one hour following rain~~. Optimal surveys are when there are sunny to partly sunny skies that are greater than 60° Fahrenheit. ~~Surveys may be conducted earlier if other bees or butterflies are flying.~~ Surveys may not be conducted when it is windy (i.e., sustained winds greater than 8 mph). ~~Within non-developed habitats, the~~ The qualified entomologist shall ~~biologist must~~ look for nest/hive resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the qualified entomologist ~~biologist~~ must watch the nest resources for up to five minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency, such that their presence would be apparent after five minutes of observation. If a bumble bee worker is detected, then a representative individual must be identified to species to determine if it is Crotch bumble bee or one of the common, unregulated species. ~~Biologists should be able to view several burrows at one time to sufficiently determine if bees are entering/exiting them depending on their proximity to one another.~~ It is up to the discretion of the biologist regarding the actual survey viewshed limits from the chosen vantage point which would provide 100% visual coverage; this could include a 30- to 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes).

A3-8
Cont.

Identification shall include the qualified entomologist ~~will include trained biologists~~ netting/capturing the representative bumble bee in appropriate insect nets, per the protocol in U.S. National Protocol Framework for the Inventory and Monitoring of Bees. ~~The bee must be placed in a clear container for observation and photographic documentation if able. The bee will be photographed using a macro lens from various angles to ensure recordation of key identifying characteristics. If bumble bee identifying characteristics cannot be adequately captured in the container due to movement, the container will be placed in a cooler with ice until the bumble bee becomes inactive (generally within 15 minutes). Once inert, the bumble bee must be removed from the container and placed on a white sheet of paper or card for examination and photographic documentation. Based on implementation of this method on a variety of other bumble bee species, they become active shortly after removal from the cold environment, so photography must be performed quickly. The bumble bee must be released into the same area from which it was captured upon completion of identification.~~

If Crotch bumble bee nests are not detected, no further mitigation is required, and no additional surveys ~~would be needed if construction begins within 14 days of the last survey for a given phase area~~. If construction in a given phase area does not start within a year ~~14 days~~ of the last survey, surveys shall be repeated. ~~or if construction in a given~~

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~~phase area stops for 14 days or longer, surveys would be repeated if construction re-commences between February 1 and October 31~~.

~~The mere presence of foraging Crotch bumble bees would not require implementation of additional minimization measures because they can forage up to 10 kilometers from their nests. If nest resources occupied by Crotch bumble bee are detected within the construction area, no construction activities can occur within 100 feet of the nest, or as determined by a qualified biologist through evaluation of topographic features or distribution of floral resources. The nest resources will be avoided for the duration of the Crotch bumble bee nesting period (February 1 through October 31). Outside of the nesting season, it is assumed that no live individuals would be present within the nest as the daughter queens (gynes) usually leave by September, and all other individuals (original queen, workers, males) die. The gyne is highly mobile and can independently disperse to outside of the construction footprint to surrounding open space areas that support suitable hibernacula resources~~.

~~A~~ Following the habitat assessment and focused surveys, a written survey report shall ~~will~~ be submitted to the City and CDFW prior to Project activities ~~within 30 days of the pre-construction survey~~. The report shall ~~will~~ include survey methods, weather conditions, a description and map of the survey area, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch bumble bee nest sites or individuals observed. The survey report shall ~~will~~ include the qualifications/resumes of ~~the surveyor(s) and approved~~ entomologist ~~biologist~~(s) for identification of photo vouchers, detailed habitat assessment, and photo vouchers. If Crotch bumble bee ~~nests~~ are observed, the qualified entomologist shall provide the location of all nests within and adjacent to the Project site. The survey report shall also include the physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. This shall include native plant composition (e.g., density, cover, and abundance) within affected habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species). The qualified entomologist shall also draft an Avoidance Plan with specific avoidance measures that will be implemented prior to and during Project activities. The Avoidance Plan shall be submitted to CDFW prior to Project activities for review. Upon CDFW approval of an Avoidance Plan, the qualified entomologist shall demarcate an appropriate buffer zone around all identified nest(s). ~~survey report must also include recommendations for avoidance, and the location information will be submitted to the California Natural Diversity Database (CNDDB) at the time of, or before, submittal of the survey report~~.

A3-8
Cont.

~~If the above measures are followed, it is assumed that the project need not to obtain authorization from CDFW through the California Endangered Species Act Incidental Take Permit process.~~ If complete avoidance of Crotch's bumble bee is not feasible, the Project proponent shall continue consultation with CDFW to determine if take authorization from CDFW is required. ~~the nest resources cannot be avoided during the nesting period, as outlined in this measure, the project applicant will consult with CDFW~~

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~~regarding the need to obtain an Incidental Take Permit.~~ Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch bumble bee may supersede measures provided in this CEQA document.

In the event an Incidental Take Permit is needed, the Project proponent shall provide ~~mitigation for direct impacts to Crotch bumble bee will be fulfilled through~~ compensatory mitigation at a minimum 2~~1~~:1 ~~nesting~~ habitat replacement of equal or better functions and values to those impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation ~~will~~ shall be accomplished ~~either~~ through off-site conservation and the Project proponent shall provide an endowment determined through the Incidental Take Permit process. ~~or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.~~

A3-8 Cont.

Comment #4: Impacts on Arroyo Toad

Issue: The Project may impact supporting habitat for arroyo toad.

Specific impacts: Project construction and activities, directly or through habitat modification, may result in direct injury or mortality (e.g., trampling, crushing). Additionally, loss of foraging, burrows, or breeding habitat may occur.

Why impact would occur: Arroyo toad is a semi-aquatic species that utilizes watercourses for breeding and surrounding upland habitat for foraging and burrowing. Projects within the Santa Clara River have the potential to directly impact breeding habitat for this species. The DEIR and BRTR state that marginal habitat is provided within the Project site; however, the species were not observed during general surveys. Detection of arroyo toad is challenging given that they may spend most of their time underground as they enter aestivation and bury themselves in burrows in upland areas. Additionally, multiple surveys should be conducted in nighttime and daytime during breeding season for confirmed presence and/or absence (USFWS 1999). Given that the Project would conduct work near and within the Santa Clara River and the site supports habitat for arroyo toad, focused surveys should be conducted. If the Project proceeds without focused surveys, arroyo toads may go undetected. Project activities may result in direct harm to individual arroyo toad and breeding and burrowing habitat may be removed.

A3-9

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Evidence impact would be significant: Arroyo toad is afforded full protection under ESA. Arroyo toad also meets the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Impacts on arroyo toad may require a mandatory finding of significance because the Project would have the potential to threaten to eliminate a plant or animal community and/or substantially reduce the number or restrict the range of an endangered, rare, or threatened species (CEQA Guidelines, §15065). The reduction in the number of arroyo toads, either directly or indirectly through habitat loss, would constitute a significant impact absent appropriate mitigation. Inadequate avoidance and mitigation measures will result in the Project continuing to have a substantial adverse direct and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by Wildlife Agencies

Recommended Potentially Feasible Mitigation Measure(s):

Recommendation #2: ESA Consultation – Consultation with the USFWS for possible take of arroyo toad or critical habitat for this species is recommended at the earliest possible opportunity, to avoid unauthorized incidental take. Take under the ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.

Mitigation Measure #6: Arroyo Toad Focused Surveys - The Project proponent shall retain a qualified biologist to conduct focused surveys according to USFWS's Survey Protocol for the Arroyo Toad (USFWS 1999). Findings should be submitted to the City prior to Project activities for review and approval. If presence of arroyo toad is confirmed, the Project proponent shall consult with USFWS to obtain the appropriate permit and determine sufficient compensatory mitigation prior to issuance of City permits.

A3-9 Cont.

Comment #5: Impacts on California Species of Special Concern

Issue: The Project may impact supporting habitat for coastal whiptail and California legless lizard.

Specific impacts: Direct impacts to these SSC could result from Project construction and activities (e.g., equipment staging, mobilization, and grading); ground disturbance; vegetation clearing; trampling or crushing from construction equipment, vehicles, and foot traffic. Project ground disturbing activities such as vegetation removal will also result in habitat destruction, causing the death or injury of adults, juveniles, eggs, or hatchlings.

A3-10

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Why impact would occur: The DEIR and BRTR state that the Project site provides marginal habitat for both SSC species. Although these species were not observed during the general survey, it should not exclude the possibility of these species being present during Project activities given that marginal habitat is present. Moreover, it was mentioned in CDFW's NOP comment letter that California legless lizards have been observed within a mile of the Project site. Without appropriate avoidance or minimization measures, the Project may continue to impact SSC through direct harm and/or loss of occupied habitat.

Evidence impact would be significant: A California Species of Special Concern is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- if the species is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- if the species is listed as threatened or endangered under ESA-, but not CESA-, threatened, or endangered;
- if the species meets the State definition of threatened or endangered but has not formally been listed;
- if the species is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and,
- if naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA-threatened or -endangered status (CDFW 2024a).

A3-10
Cont.

CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC that can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). The MND does not provide mitigation for potential impacts on SSC. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #7: Biological Monitor - To avoid direct injury and mortality of SSC, the Project proponent shall have a qualified biologist on site to move out of harm's way wildlife of low mobility that would be injured or killed. Wildlife shall be protected and allowed to move away on its own in a passive manner. In areas where an SSC was found, work may only occur in these areas after a qualified biologist has determined it is

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safe to do so. Even so, the qualified biologist shall advise workers to proceed with caution near flagged areas. A qualified biologist shall be on site daily during initial ground- and habitat-disturbing activities and vegetation removal. Then, the qualified biologist shall be on site weekly or bi-weekly (once every 2 weeks) for the remainder of the Project until the cessation of all ground-disturbing activities to ensure that no wildlife of any kind is harmed.

Mitigation Measure #8: SSC Compensatory Mitigation - For SSC that have been confirmed and/or are expected to occur within the Project site, the Project proponent shall provide compensatory mitigation for temporary and permanent loss of any habitat supporting SSC. There shall be no net loss of habitat supporting SSC [CEQA Guidelines, § 15370(e)]. Compensatory mitigation shall be provided within the Project boundary at no less than 2:1. If on-site mitigation is not achievable, the Project proponent shall provide off-site mitigation at no less than 3:1. Location of the off-site mitigation shall be approved by CDFW. Mitigation shall provide appropriate habitat (depending on the species), refugia, and habitat structures that supports that species (e.g., woody material, rocks, brush piles, pools, burrows). Any proposed mitigation area/plan shall include a discussion on the territory size; nesting, breeding, foraging, and refuge locations; invasive, non-native plant and wildlife species present; food availability; and how all life cycle functions will be mitigated. Any mitigation plan for SSC shall be distributed and approved by CDFW prior to issuance of City permits. The replacement habitat shall be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity, which should include an appropriate endowment to provide for the long-term management of mitigation lands.

A3-10 Cont.

Comment #6: Spreading Invasive Pests and Diseases

Issue: Project activities will result in tree removal which may serve as a host for invasive pests and diseases.

Specific impacts: The Project may result in the spread of tree insect pests and diseases into areas not currently exposed to these stressors. This could result in expediting the loss of southern California black walnut and oak trees within the Project site.

A3-11

Why impact would occur: The Project intends to remove several trees, retain oak and southern California black walnut trees, and plant 450 new trees. Removal of trees and introduction of new trees may result in the spread of diseases and pests. One such pathogen is *Phytophthora ramorum* which causes a disease known as sudden oak death. Sudden oak death has become the most common cause of mortality of oak and other native trees (Phytosphere 2015). Mortality rates of oak trees are greater than 50 percent in some areas impacted by sudden oak death (Phytosphere 2012). Oak trees also serve as a suitable host to the polyphagous shot hole borer (*Euwallacea* spp.). The polyphagous shot hole borer has a symbiotic relationship with a fungus that results in a

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tree disease known as Fusarium dieback. The distribution of the polyphagous shot hole borer has been recorded throughout southern California including Los Angeles County (UCR 2024a). In addition to the polyphagous shot hole borer, the gold spotted oak borer (*Agrilus auroguttatus*) is a buprestid beetle that has been associated with attacking oak trees and is responsible for major oak mortality within southern California (UCR 2024b). Moreover, thousand cankers disease is another type of tree disease that is the result of an insect-fungus complex caused by the walnut twig beetle (*Pityophthorus juglandis*) and a canker fungus (*Geosmithia morbida*). Thousand cankers disease is known to primarily impact black walnut trees (TCD 2024). Additionally, southern California black walnut trees are highly susceptible to *Phytophthora* spp. crown rot (Esser 1993). In addition to direct impacts to trees, tree dieback can have cascading impacts on the habitat and ecosystem, particularly avian distribution, and abundance (Monahan and Koenig 2005).

Diseases such as sudden oak death can spread via equipment and transport of infected material. These fragments can be spread to new locations if equipment and tools are not disinfected or cleaned before moving to the next work location. Infected material that is transported off site for disposal may expose trees and plant communities to pests and disease. This could result in expediting the loss of walnut trees, oak trees, and other native trees and plant communities within and adjacent to the Project site.

A3-11
Cont.

Evidence impact would be significant: The Project may have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by CDFW that may be susceptible to insect and disease pathogens. Southern California black walnut trees and California walnut groves meet the definition of endangered, rare, or threatened Species under CEQA (CEQA Guidelines, § 15380). Oak trees and woodlands are protected by the Oak Woodlands Conservation Act (pursuant under Fish and Game Code sections 1360-1372) and Public Resources Code section 21083.4. Moreover, coast live oak trees are designated as protected trees per the City's Oak Tree Preservation and Protection Guidelines (CSC 1990).

Recommended Potentially Feasible Mitigation Measures

Mitigation Measure #9: Infectious Tree Disease Management Plan - CDFW recommends that the City incorporate a measure in the DEIR to alleviate the spread of invasive pests and diseases by implementing the following:

- Prior to tree removal, a certified arborist should evaluate trees for infectious tree diseases including but not limited to sudden oak death, thousand cankers disease, and Fusarium dieback disease.
- Prior to tree removal, a certified arborist should evaluate trees for pests including but not limited to thousand canker fungus, walnut twig beetle, polyphagous shot hole borer, and gold spotted oak borer.

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- If a certified arborist determines trees are impacted by infectious pests or diseases, the certified arborist should prepare an Infectious Tree Disease Management Plan or develop a detailed, robust, enforceable, and feasible list of preventative measures. A plan/list should provide measures relevant for each tree pest or disease observed. To avoid the spread of infectious tree pests and diseases, infected trees should not be transported from the Project site without first being treated using best available management practices described Infectious Tree Disease Management Plan or list of preventative measures.
- If possible, all tree material, especially infected tree material, should be left on site. The material could be chipped for use as ground cover or mulch. Pruning and power tools should be cleaned and disinfected before use to prevent introducing pathogens from known infested areas, and after use to prevent spread of pathogens to new areas.

A3-11 Cont.

Additional Comments

Scientific Collecting Permit. CDFW recommends the Project proponent retain a qualified biologist(s) with appropriate handling permits, or should obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). Please visit CDFW's Scientific Collection Permits webpage for information (CDFW 2024b).

A3-12

Landscaping. The Project proposes landscaping throughout the Project site. CDFW recommends the FEIR provide the Project's landscaping plant palette and replacement tree species list. CDFW recommends the Project proponent use only native species found in naturally occurring vegetation communities within or adjacent to the Project area. The Project proponent should not plant, seed, or otherwise introduce non-native, invasive plant species to areas that are adjacent to and/or near native habitat areas. Accordingly, CDFW recommends the Project proponent restrict use of any species, particularly 'moderate' or 'high' listed by the California Invasive Plant Council (Cal-IPC 2024). These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.

A3-13

Wildlife Friendly Fencing. Fencing could obstruct wildlife movement and result in wildlife injury or mortality due to impalement and entanglement (e.g., chain link fencing). CDFW recommends the City require the Project proponent to provide wildlife friendly fencing designs. Fencing designs should be disclosed and evaluated in the FEIR for

A3-14

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potential impacts on biological resources and wildlife movement. Wildlife-friendly fencing should be used and strategically placed in areas of high biological resource value in order to protect biological resources, habitat, and wildlife movement. CDFW recommends A Landowner's Guide to Wildlife Friendly Fences for information wildlife-friendly fences (MFWP 2012).

A3-14 Cont.

Data. CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., California Natural Diversity Database (CNDDB)] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting CNDDB Online Field Survey Form (CDFW 2024c). The Project proponent should ensure that data was submitted data properly, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The Project proponent should provide CDFW with confirmation of data submittal.

A3-15

Mitigation and Monitoring Reporting Plan. CDFW recommends updating the DEIR's proposed Biological Resources Mitigation Measures to include mitigation measures recommended in this letter. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments [Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15126.4(a)(2)]. As such, CDFW has provided comments and recommendations to assist the City in developing mitigation measures that are (1) consistent with CEQA Guidelines section 15126.4; (2) specific; (3) detailed (i.e., responsible party, timing, specific actions, location), and (4) clear for a measure to be fully enforceable and implemented successfully via mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097). The City is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided the City with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A).

A3-16

Filing Fees

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the City and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

A3-17

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Conclusion

CDFW appreciates the opportunity to comment on the Project to assist the City in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that the City has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)].

A3-18

Questions regarding this letter or further coordination should be direct to Julisa Portugal, Environmental Scientist, at Julisa.Portugal@wildlife.ca.gov or (562) 330-7563.

Sincerely,

DocuSigned by:
Victoria Tang
Environmental Program Manager
South Coast Region

ec: California Department of Fish and Wildlife
Jennifer Turner
Steve Gibson
Frederic Rieman
Andrew Aitken
Frida Diaz-Barriga

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Attachment A: Draft Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into a future environmental document for the Project.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
MM-BIO-1 – Public Education	The Project proponent shall install appropriate public information signage at trailheads and/or along trails to: 1) educate and inform the public about wildlife present in the area; 2) advise on proper avoidance measures to reduce human-wildlife conflicts; 3) advise on proper use of open space trails in a manner respectful to wildlife (e.g., dogs on leash, proper waste disposal); and, 4) provide local contact information to report injured or dead wildlife. Signage shall be written in language(s) understandable to all those likely to recreate and use the trails. Signs shall not be made of materials harmful to wildlife such as spikes or glass.	During Project activities	Project Proponent
MM-BIO-2- Trash	Trash receptacles shall be placed only at trailheads to avoid creating an unnatural food source that may attract nuisance wildlife and to minimize waste in core habitat areas.	During Project activities	Project Proponent
MM-BIO-3- Dogs	The Project proponent shall prohibit dogs from known sensitive habitat within the Project site. Pets shall always be kept on leash and on trails. Trail users shall be encouraged to clean up after their dogs.	During Project activities	Project Proponent
MM-BIO– 4 – Mitigation Measure BIO-4	Before the Building Official issues a grading permit, impacts to sensitive plant communities (e.g., Fremont cottonwood/mulefat forest, Fremont cottonwood forest, and California sycamore woodland) must be mitigated	Prior to issuance of grading permit	Project proponent/ Lead Agency

A3-19

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Sensitive Plant Communities	through restoration of remaining on-site sensitive plant communities at a minimum ratio of 2:1 or the creation of new sensitive plant communities within the newly created channel area. A habitat mitigation and monitoring plan must be prepared by a City-approved biologist or restoration ecologist and submitted for review and approval by the City and CDFW before the Public Works Director, or designee, issues a grading permit. The mitigation and monitoring plan must focus on the removal of nonnative elements within disturbed habitat areas of the project site or depict creation areas, planting/restoration methods and success criteria. In addition, this plan must provide details as to its implementation, maintenance, and future monitoring including the following components: • description of existing sensitive plant communities on the Project site; • summary of permanent impacts to the sensitive community based on approved Project design; • proposed mitigation location areas, with description of existing conditions prior to mitigation implementation; • detailed description of restoration or enhancement goals; • description of implementation schedule, site preparation, erosion control measures, planting plans, and plant materials; • provisions for mitigation site maintenance and control on non-native invasive plants; ~~and~~		

A3-19
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	• monitoring plan, including performance standards, adaptive management measures, and an irrigation schedule; and, • monitoring reporting to the City of Santa Clarita Alternatively, mitigation for sensitive plant community impacts may be achieved through off-site restoration or enhancement at a ratio no less than 3:1 and may include the purchase of mitigation credits at an agency-approved off-site mitigation bank within Los Angeles County acceptable to the City.		
MM-BIO-5 – Measure BIO-1 Crotch's Bumble Bee	Surveys for Crotch bumble bee shall be conducted within one year of Project ground-disturbing activities. Surveys shall include 1) a habitat assessment and 2) focused surveys, both of which shall adhere to the "Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species," released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current at the time of construction. The habitat assessment shall include historical and current species occurrences; document potential habitat onsite including foraging, nesting, and/or overwintering resources; and identify which plant species are present. Focused surveys shall be performed by a qualified entomologist with the appropriate handling permits and familiarity with identification, behavior, and life history of the species. Surveys shall include at least three survey passes that are not on sequential days or in the same week, preferably spaced two to four weeks apart. The	Prior to and during construction activities and vegetation removal	Project Proponent / Qualified Entomologist

A3-19 Cont.

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	timing of these surveys must coincide with the Colony Active Period (April 1 through August 31 for Crotch bumble bee). Surveys shall ~~may~~ occur between one hour after sunrise and two hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, raining, or drizzling). Optimal surveys are when there are sunny to partly sunny skies that are greater than 60° Fahrenheit. Surveys may not be conducted when it is windy (i.e., sustained winds greater than 8 mph). The qualified entomologist shall look for nest/hive resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the qualified entomologist must watch the nest resources for up to five minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency, such that their presence would be apparent after five minutes of observation. If a bumble bee worker is detected, then a representative individual must be identified to species to determine if it is Crotch bumble bee or one of the common, unregulated species. It is up to the discretion of the biologist regarding the actual survey viewshed limits from the chosen vantage point which would provide 100% visual coverage; this could include a 30- to 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes). Identification shall include the qualified entomologist netting/capturing the representative bumble bee in appropriate insect nets, per the protocol in U.S. National		

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	Protocol Framework for the Inventory and Monitoring of Bees. If Crotch bumble bee nests are not detected, no further mitigation is required, and no additional surveys. If construction in a given phase area does not start within a year of the last survey, surveys shall be repeated. Following the habitat assessment and focused surveys, a written survey report shall be submitted to the City and CDFW prior to Project activities. The report shall include survey methods, weather conditions, a description and map of the survey area, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of entomologist(s) for identification of photo vouchers, detailed habitat assessment, and photo vouchers. If Crotch bumble bee are observed, the qualified entomologist shall provide the location of all nests within and adjacent to the Project site. The survey report shall also include the physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. This shall include native plant composition (e.g., density, cover, and abundance) within affected habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species). The qualified entomologist shall also draft an Avoidance Plan with specific avoidance measures that will be implemented prior to and during Project activities. The Avoidance Plan shall be submitted to CDFW prior to		

A3-19
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	Project activities for review. Upon CDFW approval of an Avoidance Plan, the qualified entomologist shall demarcate an appropriate buffer zone around all identified nest(s). If complete avoidance of Crotch's bumble bee is not feasible, the Project proponent shall continue consultation with CDFW to determine if take authorization from CDFW is required. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch bumble bee may supersede measures provided in this CEQA document. In the event an Incidental Take Permit is needed, the Project proponent shall provide compensatory mitigation at a minimum 2:1 habitat replacement of equal or better functions and values to those impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation shall be accomplished through off-site conservation and the Project proponent shall provide an endowment determined through the Incidental Take Permit process.		
MM-BIO-6 – Arroyo Toad Focused Surveys	The Project proponent shall retain a qualified biologist to conduct focused surveys according to USFWS's Survey Protocol for the Arroyo Toad. Findings should be submitted to the City prior to Project activities for review and approval. If presence of arroyo toad is confirmed, the Project proponent shall consult with USFWS to obtain the appropriate permit and determine sufficient compensatory mitigation prior to issuance of City permits.	Prior to construction activities and vegetation removal	Project Proponent / Qualified Biologist/ Lead Agency

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MM-BIO-7 – Biological Monitor	To avoid direct injury and mortality of SSC, the Project proponent shall have a qualified biologist on site to move out of harm's way wildlife of low mobility that would be injured or killed. Wildlife shall be protected and allowed to move away on its own in a passive manner. In areas where an SSC was found, work may only occur in these areas after a qualified biologist has determined it is safe to do so. Even so, the qualified biologist shall advise workers to proceed with caution near flagged areas. A qualified biologist shall be on site daily during initial ground- and habitat-disturbing activities and vegetation removal. Then, the qualified biologist shall be on site weekly or bi-weekly (once every 2 weeks) for the remainder of the Project until the cessation of all ground-disturbing activities to ensure that no wildlife of any kind is harmed.	Prior to and during construction activities and vegetation removal	Project Proponent/ Qualified Biologist
MM-BIO-8 - SSC Compensatory Mitigation	For SSC that have been confirmed and/or are expected to occur within the Project site, the Project proponent shall provide compensatory mitigation for temporary and permanent loss of any habitat supporting SSC. There shall be no net loss of habitat supporting SSC. Compensatory mitigation shall be provided within the Project boundary at no less than 2:1. If on-site mitigation is not achievable, the Project proponent shall provide off-site mitigation at no less than 3:1. Location of the off-site mitigation shall be approved by CDFW. Mitigation shall provide appropriate habitat (depending on the species), refugia, and habitat structures that supports that species (e.g., woody material, rocks, brush piles, pools, burrows). Any proposed mitigation area/plan shall include a discussion on the territory size; nesting, breeding, foraging, and refuge locations; invasive, non-native plant and wildlife species	Prior to Project activities	Project proponent

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	present; food availability; and how all life cycle functions will be mitigated. Any mitigation plan for SSC shall be distributed and approved by CDFW prior to issuance of City permits. The replacement habitat shall be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity, which should include an appropriate endowment to provide for the long-term management of mitigation lands.		
MM-BIO-9 – Invasive Tree Disease Management Plan	The Project proponent shall conduct the following: • Prior to tree removal, a certified arborist should evaluate trees for infectious tree diseases including but not limited to sudden oak death, thousand cankers disease, and Fusarium dieback disease. • Prior to tree removal, a certified arborist should evaluate trees for pests including but not limited to thousand canker fungus, walnut twig beetle, polyphagous shot hole borer, and goldspotted oak borer. • If a certified arborist determines trees are impacted by infectious pests or diseases, the certified arborist should prepare an Infectious Tree Disease Management Plan or develop a detailed, robust, enforceable, and feasible list of preventative measures. A plan/list should provide measures relevant for each tree pest or disease observed. To avoid the spread of infectious tree pests and diseases, infected trees should not be transported from the Project site without first being treated using best available management practices described Infectious Tree Disease Management Plan or list of	Prior to Project activities	Project proponent/ Lead Agency

A3-19 Cont.

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	preventative measures. • If possible, all tree material, especially infected tree material, should be left on site. The material could be chipped for use as ground cover or mulch. Pruning and power tools should be cleaned and disinfected before use to prevent introducing pathogens from known infested areas, and after use to prevent spread of pathogens to new areas.		
REC 1 – Asphalt Alternatives	CDFW recommends that the Project use alternatives to hydrocarbon-based asphalt paving.	Prior to finalizing CEQA document	Project Proponent/ Lead Agency
REC 2 – ESA Consultation	Consultation with the USFWS for possible take of arroyo toad or critical habitat for this species is recommended at the earliest possible opportunity, to avoid unauthorized incidental take. Take under the ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.	Prior to Project implementation	Project Proponent
REC 3 – Scientific Collecting Permit	CDFW recommends the Project proponent retain a qualified biologist(s) with appropriate handling permits, or should obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates. Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to	Prior to Project implementation	Project Proponent/ Qualified Biologist

A3-19 Cont.

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	capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities. Please visit CDFW's Scientific Collection Permits webpage for information.		
REC 4 - Landscaping	CDFW recommends the FEIR provide the Project's landscaping plant palette and replacement tree species list. CDFW recommends the Project proponent use only native species found in naturally occurring vegetation communities within or adjacent to the Project area. The Project proponent should not plant, seed, or otherwise introduce non-native, invasive plant species to areas that are adjacent to and/or near native habitat areas. Accordingly, CDFW recommends the Project proponent restrict use of any species, particularly 'moderate' or 'high' listed by the California Invasive Plant Council. These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.	Prior to finalizing CEQA document and during Project activities	Project Proponent/ Lead Agency
REC 5 – Fencing	CDFW recommends the City require the Project proponent to provide wildlife friendly fencing designs. Fencing designs should be disclosed and evaluated in the FEIR for potential impacts on biological resources and wildlife movement. Wildlife-friendly fencing should be used and strategically placed in areas of high biological resource value in order to protect biological resources, habitat, and wildlife movement. CDFW recommends A Landowner's Guide to Wildlife Friendly Fences for information wildlife-friendly fences.	Prior to finalizing CEQA document and during Project activities	Project Proponent/ Lead Agency
REC 6 – Data	Please report any special status species detected by completing and submitting CNDDB Online Field Survey Form. The City should ensure that the Project proponent	Prior to finalizing CEQA document	Project Proponent/ Lead Agency

A3-19 Cont.

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	has submitted the data properly, with all data fields applicable filled out, prior to finalizing/adopting the environmental document. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The Project proponent should provide CDFW with confirmation of data submittal.		

A3-19
Cont.

From: Erika Iverson
Sent: Monday, April 15, 2024 12:01 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: SCH # 2022030626-Wiley Canyon Project
Attachments: LA-2022-04472 Wiley Canyon Mixed-Use-DEIR.pdf

From: Lin, Alan S@DOT <alan.lin@dot.ca.gov>
Sent: Monday, April 15, 2024 10:43 AM
To: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Erika Iverson <EIVERSON@santa-clarita.com>
Subject: SCH # 2022030626-Wiley Canyon Project

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To Whom It May Concern,

Attached please find the Caltrans comment letter!

Thank you for the opportunity to review this comment!

A4-1

Alan Lin, P.E.
Transportation Engineer, Civil
LDR, Division of Planning
State of California
Department of Transportation
Mail Station 16
100 South Main Street
Los Angeles, CA 90012
213-269-1124 Mobile

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

April 15, 2024

Erika Iverson, Senior Planner
Planning Division
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

RE: Wiley Canyon Project
(Master Case 20-238)
SCH # 2022030626
Vic. LA-05 PM R49.05-R50.30
GTS # LA-2022-04472-DEIR

Dear Erika Iverson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The project proposes to develop a 277,108-square-foot, senior living facility, approximately 8,914 square feet of commercial space, 379 multifamily residential apartments, and a publicly accessible outdoor recreational field space on a vacant 31.8-acre site.

The average VMT per person at home in the TAZ is around 21.86, and for work, it's about 17.81 per employee. These numbers don't consider any reductions in VMT from specific components. To determine if the VMT is significant, the report uses guidelines that apply a 15% reduction to the citywide averages. This results thresholds of 19.3 VMT per person for home and 15.7 VMT per employee for work.

A4-2 Cont.

For the residential part of the project, each person would travel about 15.11 miles on average with VMT reductions from the project components or Project Design Features, which is less than the city's threshold of 19.3 miles per person. So, it won't significantly impact traffic. As for the employment side, each worker would travel approximately 12.31 miles, which is below the city's threshold of 15.7 miles per employee with VMT reductions from the project components or Project Design Features. So, this part of the project also won't have a significant impact on traffic.

The Project Design Features (PDFs) that reduce project's VMT are listed below.

PDF-TRA-1 Increase residential density. By constructing dwelling units at a density of approximately 40-50 du/acre, the project will increase residential density compared to the

average residential density in the City of Santa Clarita (5-6 du/acre) and nationwide (9.1 du/acre).

PDF-TRA-2 Limit Parking Supply. The project will limit parking supply by constructing 13% less parking than the City standard by providing a shared parking provision.

PDF-TRA-3 Mix of uses. The project will include a mix of complimentary land uses, including residential, employment uses, retail, park and open space that when near one another, reduce VMT since non-auto modes of transport can be used to reach destinations.

PDF-TRA-4 Provide on-site Bicycle Parking. The project will provide additional bicycle parking spaces.

PDF-TRA-5 Improve Pedestrian Connectivity. The project will construct an on-site pedestrian network and will improve the existing off-site pedestrian network by filling in gaps for pedestrian connectivity.

PDF-TRA-6 Provide Traffic Calming Features. The project will provide traffic calming features that includes roundabouts at three intersections and marked crosswalks on Wiley Canyon Road, and the Project will also provide a roundabout on-site.

PDF-TRA-7 Encourage Remote Work and Telecommuting. The project will provide features on-site that encourage remote work and telecommuting. such as free WIFI at common areas (e.g., local retail stores, recreational areas) and business center at the multi-family residential buildings, which will reduce VMT.

A4-2 Cont.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

http://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

A4-3

The project's Traffic Analysis includes analysis of Caltrans facilities in the study area. We concur that the project's effects and recommended improvements are included in the following facilities:

- I-5 Northbound Ramps/ Lyons Avenue (Signalized)
- I-5 Southbound Ramps/ Calgrove Boulevard (Unsignalized)
- I-5 Northbound Ramps/Calgrove Boulevard (Unsignalized)

A4-4

For project's effects at southbound and northbound I-5 ramps at Calgrove Boulevard, the project would pay or construct the improvements, which is proposed either a roundabout

or traffic signal, at the discretion of Caltrans. For the project's cumulative traffic effect at the I-5 Northbound Ramps/Lyons Avenue intersection, the project would pay its fair share towards traffic signal adjustment/retiming.

A4-4 Cont.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

A4-5

For this new development, a post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting should be considered and prepared. Additional mitigation measures should be implemented when the post-development VMT analysis discloses any traffic significant impact. This analysis, which may include interviews with and surveys of project occupants, will provide new traffic data to help validate the City's VMT traffic model results.

The collected data can include, among other things, where the trips are coming from, when the trips are taking place, what transportation mode is used, and why those transportation modes were selected. This survey data would be useful 1) to validate existing VMT threshold, 2) to assist in setting future VMT threshold, and 3) to identify suitable TDM to apply as minimization or mitigation measures for the future. These measures could be implemented in the event the post-development VMT analysis discloses any significant traffic impacts.

A4-6

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase.

A4-7

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2022-04472-DEIR.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

From: Erika Iverson <EIVERSON@santa-clarita.com>
Sent: Thursday, February 29, 2024 10:25 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: NOA for DEIR for the proposed Wiley Canyon Project

Response to the NOA

From: Paul Novak <pnovak@lalafco.org>
Sent: Thursday, February 29, 2024 9:57 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Adriana Romo <aromo@lalafco.org>
Subject: NOA for DEIR for the proposed Wiley Canyon Project

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Ms. Iverson:

I am in receipt of the NOA for DEIR for the proposed Wiley Canyon Project. I have reviewed the NOA, and I would ask that the Ctiy consider the following input:

- The FEIR should consider whether any annexations, and/or Sphere of Influence (SOI) amendments, are required to special districts, including, but not limited to:
    - The Santa Clarita Valley County Sanitation District;
    - The Santa Clarita Valley Water Agency (SCVWA);
    - The Greater Los Angeles Area Vector Control District; and
    - The Antelope Valley Resource Conservation District.
- To the extent anything is necessary, above, please identify LAFCO as a responsible agency.

A5-1

Thank you for your consideration of my remarks.

- Paul Novak

Paul A. Novak, AICP
Executive Officer
Local Agency Formation Commission
for the County of Los Angeles
80 South Lake Avenue
Suite 870
Pasadena, CA 91101
pnovak@lalafco.org
626/204-6500


LAFCO
Local Agency Formation Commission
for the County of Los Angeles

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

April 2, 2024

Ref. DOC 7165361

VIA EMAIL eiverson@santa-clarita.com

Ms. Erika Iverson, Senior Planner
City of Santa Clarita Planning Division
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Dear Ms. Iverson:

NOA Response to Wiley Canyon Project

The Santa Clarita Valley Sanitation Districts (District) received a Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the subject project on February 29, 2024. Previous comments submitted by the Districts in correspondence dated April 7, 2022 and May 2, 2022 (copies enclosed), still apply to the subject project with the following updated information: A6-1

1. Annexation of the project area is currently being processed (#A-SCV-1124). For specific information on the progress of the annexation, please contact Ms. Shirly Wang at (562) 908-4288, extension 2708. A6-2

2. **Section 6.4.2 Alternative 2 – Affordable Housing Alternative**, *page 6-11*: The expected average wastewater flow from Alternative 2, described in the DEIR as 837 apartment units, including 201 units designated for low-and very-low-income households, is 155,376 gallons per day. For a copy of the District's average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits and select Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. A6-3

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or phorsley@lacsd.org.

Very truly yours,

Patricia Horsley

Patricia Horsley
Environmental Planner
Facilities Planning Department

PLH:plh

Enclosures

cc: A. Schmidt
A. Howard

DOC 7192232.SCV

LOS ANGELES COUNTY
SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

April 7, 2022

Ref. DOC 6495749

Ms. Erika Iverson, Associate Planner
City of Santa Clarita
23920 Valencia Boulevard
Suite 302
Santa Clarita, CA 91355

Dear Ms. Iverson:

NOP Response to Wiley Canyon Project

The Santa Clarita Valley Sanitation District (District) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report for the subject project on March 23, 2022. We offer the following comments regarding sewerage service:

1. The project area is outside the jurisdictional boundaries of the District and will require annexation into District before sewerage service can be provided to the proposed development. For a copy of the District's Annexation Information and Processing Fee sheets, go to www.lacsd.org, under Services, then Wastewater Programs and Permits, and click on Annexation Program. For more specific information regarding the annexation procedure and fees, please contact Ms. Donna Curry at (562) 908-4288, extension 2708. A6-4

2. The expected average wastewater flow from the project, described in the NOP as a senior living facility with 130 independent living units, 61 assisted living units, 26 memory care beds; 379 multi-family residential units; and 8,914 square feet of commercial space, is 93,176 gallons per day. For a copy of the District's average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Programs and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link. A6-5

3. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the District, for conveyance to either or both the District's Valencia Trunk Sewer, located in Orchard Village Road, southeast of Wiley Canyon Road, or District No. 32 Main Trunk Sewer, located in a private right-of-way southeast of the intersection of Orchard Village Road and Wiley Canyon Road. The District's 24-inch diameter Valencia Trunk Sewer has a capacity of 9.4 million gallons per day (mgd) and conveyed a peak flow of 1.9 mgd when last measured in 2018. The District's 18-inch diameter District No. 32 Main Trunk Sewer has a capacity of 3.3 mgd and conveyed a peak flow of 0.1 mgd when last measured in 2018. A6-6

4. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a capacity of 28.1 mgd and currently processes an average flow of 19.6 mgd. A6-7

5. The District is empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the District's Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the District for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the District's Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the District will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the District's Wastewater Fee Public Counter at (562) 908-4288, extension 2727. A6-8

6. In order for the District to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the District's wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of District's facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the District's treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the District intends to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of District's facilities. A6-9

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

cc: A. Schmidt
A. Howard
D. Curry

DOC 6499632.SCVD99

LOS ANGELES COUNTY
SANITATION DISTRICTS
Converting Waste Into Resources

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Chief Engineer and General Manager

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(562) 699-7411 • www.lacsd.org

May 2, 2022

Ref. DOC 6509600

Ms. Paula Burns, Project Coordinator
Alliance Land Planning & Engineering
27413 Tourney Road, Suite 120
Valencia, CA 91355

Dear Ms. Burns:

Will Serve Letter for the Wiley Canyon Project

The Santa Clarita Valley Sanitation District (District) received your will serve letter request for the subject project on April 6, 2022. We offer the following comments regarding sewerage service:

1. The project area is outside the jurisdictional boundaries of the District and will require annexation into District before sewerage service can be provided to the proposed development. For a copy of the District's Annexation Information and Processing Fee sheets, go to www.lacsd.org, Wastewater & Sewer Systems, and click on Annexation Program. For more specific information regarding the annexation procedure and fees, please the undersigned. A6-10

2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the District, for conveyance to either or both District' Valancia Trunk Sewer, located in Orchard Village Road southeast of Wiley Canyon Road, or District No. 32 Main Trunk Sewer, located in a private right-of-way southeast of the intersection of Orchard Village Road and Wiley Canyon Road. The District's 24–inch diameter Valencia Trunk Sewer has a capacity of 5.3 million gallons per day (mgd) and conveyed a peak flow of 1.9 mgd when last measured in 2018. The District's 18-inch diameter District No. 32 Main Trunk Sewer has a capacity of 3.3 mgd and conveyed a peak flow of 0.2 when last measured in 2018. A6-11

3. The expected average wastewater flow from the project, described in the application as a 8,914 square-foot shopping center, an 89-bed assisting living and memory care facility, and 509 residential apartments, is 93,426 gallons per day. For a copy of the District's average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. A6-12

4. The District is empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the District's Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the District for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the District's Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the District will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the A6-13

connection fee application procedure and fees, the developer should contact the District's Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

A6-13 Cont.

5. In order for the District to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the District's wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of District's facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the District's treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the District intends to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of District's facilities.

A6-14

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2708 or at dcurry@lacsd.org.

Very truly yours,

Donna J. Curry

Donna J. Curry
Customer Service Specialist
Facilities Planning Department

DC:dc

cc: A. Schmidt
A. Howard

DOC 6521204.DSCV99

From: Erika Iverson
Sent: Friday, April 12, 2024 11:22 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon DEIR SCH. No. 2022030626
Attachments: Wiley Canyon Map.pdf; Wiley Canyon DEIR Comments 3-2024.pdf

---

From: Patricia Michel <patricia.michel@mrca.ca.gov>
Sent: Friday, April 12, 2024 10:42 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Rachel A. Clark <RACLARK@santa-clarita.com>; Chad Christensen <chad.christensen@mrca.ca.gov>
Subject: Wiley Canyon DEIR SCH. No. 2022030626

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Hello

I have attached the Comment Letter on the Draft Environmental Impact Report for Wiley Canyon including the zone map. Please reply with confirmation of receipt of this email and the attached document.

A7-1

Do not hesitate to contact me for any questions.

Sincerely

Patricia Michel
Project Assistant III
Mountains Recreation & Conservation Authority
(310) 589-3230 ext 122

STATE OF CALIFORNIA–THE NATURAL RESOURCES AGENCY GAVIN NEWSOM, *Governor*

SANTA MONICA MOUNTAINS CONSERVANCY
LOS ANGELES RIVER CENTER AND GARDENS
570 WEST AVENUE TWENTY-SIX, SUITE 100
LOS ANGELES, CALIFORNIA 90065
PHONE (323) 221-8900
FAX (323) 221-9001
WWW.SMMC.CA.GOV

March 25, 2024

Planning Commission
City of Santa Clarita
23920 Valencia Boulevard, Suite 140
Santa Clarita, California 90012

Draft Environmental Impact Report Comments
Wiley Canyon Project Master Case 20-238
Tentative Tract Map No. 83295 – SCH No. 2022030626

Dear Commissioners:

The Santa Monica Mountains Conservancy, a CEQA trustee agency, finds that the Draft Environmental Impact Report (DEIR) is fatally flawed because of a total lack of both onsite and local analysis of wildlife movement and habitat connectivity potential. The DEIR is further deficient for its absence of any tribal consultation.

In its August 15, 2022 Notice of Preparation comments, the Conservancy requested specific, detailed habitat connectivity analyses for two connections through the proposed project from habitat located west of Interstate 5 to a habitat block that abuts the east side of Wiley Canyon Road. The subject property includes a portion of that habitat block which contains a parcel owned by the Mountains Recreation and Conservation Authority (MRCA). The Conservancy's concerns and comments about habitat connectivity and the inclusion of DEIR alternatives to address the issues were totally dismissed in the DEIR. A7-2

The first unanalyzed habitat connection is under the freeway, by channel and culvert, via the south fork of the Santa Clara River to the above-described habitat block. The DEIR refers to the south fork as a regional wildlife corridor but totally dismisses/omits the portions of the south fork both within and adjacent to the project site as not being a wildlife corridor because its functional presence does not affect whether a habitat will become isolated and because it is not contained in the South Coast Missing Linkages Study. We beg to differ. Adequate connectivity to both much further northward open public lands via the south fork, and to the described habitat block, depends on how much development adversely affects the existing habitat in both the south fork and its immediate buffer lands. A7-3

The second unanalyzed habitat connection is via a culvert under the Old Road and freeway that carries Lyons Creek (from an MRCA property) to both the south fork of the A7-4

Santa Clara River, and via a short section dead end of freeway frontage road, to the north end of the subject Wiley Canyon Project. Both this north end of the project and the Lyon Creek channel provide considerable habitat connectivity for both a State-listed threatened mountain lion population and other medium-bodied native predator species. Please see the attached figure that illustrates these habitat connections that received zero DEIR analysis.

A7-4 Cont.

DEIR alternative 4, which leaves a 200-foot-wide open space buffer gap at the north end of the project property, solves both for a substantial level of habitat connectivity and for unmitigable noise impacts to the adjacent low-income community. The Conservancy agrees that this is the environmentally superior alternative. It also further buffers the transition area of the south fork where it goes from soft bottom to hard bottom. This alternative would create permanent public open space and significant acreage for ground water infiltration and ground water infiltration projects.

A7-5

But no DEIR alternative maximizes the dimension and quality of the riparian habitat area where the south fork emerges from a culvert just east of the northbound Calgrove Boulevard onramp. That area is a wildlife receiving and sending area for use of the culvert to essentially cross between the Santa Susana and San Gabriel mountains.

Any project approval must permanently protect the portion of the project east of Wiley Canyon Road for both its habitat connectivity and viewshed value.

A7-6

In conclusion, the project as proposed, would result in unavoidable significant adverse impacts to habitat connectivity between the Santa Susana and San Gabriel mountains across Interstate 5.

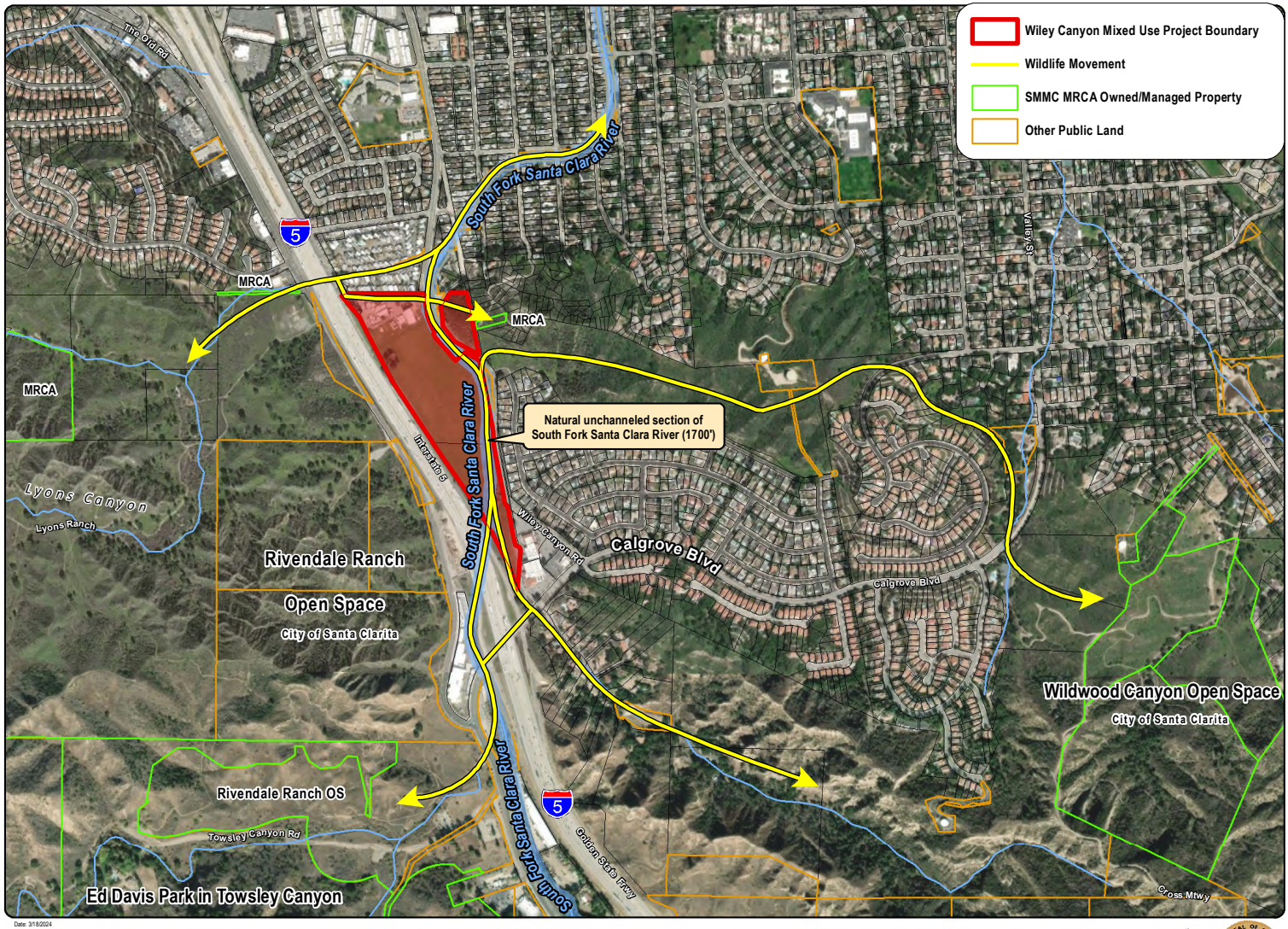
Please address any correspondence to Paul Edelman, Deputy Director of Natural Resources and Planning, of our staff at the above letterhead address or via edelman@smmc.ca.gov.

A7-7

Sincerely,

Steven Veres

STEVE VERES
Chairperson


Wiley Canyon Mixed Use Project Boundary
Wildlife Movement
SMMC MRCA Owned/Managed Property
Other Public Land
The Old Rd
South Fork Santa Clara River
5
MRCA
MRCA
MRCA
Natural unchanneled section of South Fork Santa Clara River (1700')
Interstate 5
South Fork Santa Clara River
Valley St
Lyons Canyon
Lyons Ranch
Rivendale Ranch
Open Space
City of Santa Clarita
Wiley Canyon Rd
Calgrove Blvd
Calgrove Blvd
Wildwood Canyon Open Space
City of Santa Clarita
Rivendale Ranch OS
Towsley Canyon Rd
Ed Davis Park in Towsley Canyon
5
South Fork Santa Clara River
Golden State Fwy
Cross Mtwy
Date: 3/18/2024
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0
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500

A7-8

From: Erika Iverson
Sent: Monday, April 15, 2024 3:17 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Proposed Wiley Canyon Project (NOA of DEIR)

Importance: High

FYI, LA County Sheriff will be providing response to the DEIR later this week.

From: Pee, Bee Bee <bpee@lasd.org>
Sent: Monday, April 15, 2024 2:33 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Proposed Wiley Canyon Project (NOA of DEIR)
Importance: High

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Hello Erika,

I call you few time today. I would like to check with you if we get an extension for the due date to provide the response April 18 instead of today April 15. We are short of staff and needed more time. We would appreciate if you give us the extension. A8-1

Thank you,

Bee Bee Pee
LASD - Facilities Planning Bureau
4th Floor, 4700 W Ramona Blvd,
Monterey Park, CA 91754
(323) 526-5697 Fax: (323) 415-4659
e-mail: bpee@lasd.org.

Los Angeles County
Sheriff's Department

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From: Erika Iverson
Sent: Thursday, April 18, 2024 2:33 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: EIR -Wiley Canyon Project
Attachments: EIR -Wiley Canyon project.pdf

From: Lin, Karly L. <kllin@lasd.org>
Sent: Thursday, April 18, 2024 1:59 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Jue, Tracey <tjue@lasd.org>
Subject: EIR -Wiley Canyon Project

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Sent on Behalf of Director Tracey Jue

Hello Ms. Iverson:

Please see attached our response to the Wiley Canyon Project – Notice of Availability of a Draft Environment Impact Report. The original letter has been placed in the mail to your attention.

A9-1

Thank you.

Karly Lin
Facilities Planning Bureau
Administrative Services Division
Sherman Block Building, Room 457
Phone: (323) 526-5197
Fax: (323) 415-2646
Email: kllin@lasd.org

Los Angeles County Sheriff's Department

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF

April 18, 2024

Ms. Erika Iverson, Senior Planner
City of Santa Clarita
Department of Community Development
23920 Valencia Boulevard, Suite 302
Santa Clarita, California 91355

Dear Ms. Iverson:

PROPOSED WILEY CANYON PROJECT (MASTER CASE 20-238)
NOTICE OF AVAILABILITY OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
REVIEW COMMENTS

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the March 2024 Notice of Availability of a Draft Environmental Impact Report (DEIR), for the Proposed Wiley Canyon Project (Project).

The proposed Project is located within the service area of the Department's Santa Clarita Valley Sheriff's Station (Station). The proposed Project will impact the current level of service provided by the Station for the increase of residents, employees, daytime and nighttime population proposed by the Project and should be mitigated for temporary construction impacts and cumulative effects on law enforcement services. The Project Applicant will be required to pay all development fees associated with the project, such as a law enforcement facilities mitigation fee as applicable. Accordingly, the Station reviewed the DEIR and provided the attached responses (see correspondence dated April 17, 2024, from Captain Justin Diez).

A9-2

Also, for future reference, the Department provides the following updated address and contact information for all requests for reviews comments, law documents, and other related correspondence:

Tracey Jue, Bureau Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
211 West Temple Street
Los Angeles, California 90012

Attention: Planning Section

A9-2
Cont.

Should you have any questions regarding this matter, please contact me, at (323) 526-5657, or your staff may contact Ms. Bee Bee Pee, of my staff, at (323) 526-5697.

Sincerely,

ROBERT G. LUNA, SHERIFF

Tracey Jue, Bureau Director
Facilities Planning Bureau

SH-AD-32A (3/23)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

"A Tradition of Service Since 1850"

DATE: April 17, 2024
FILE NO:

OFFICE CORRESPONDENCE

FROM: JUSTIN R. DIEZ, CAPTAIN
SANTA CLARITA VALLEY
STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: **REVIEW COMMENTS ON THE DRAFT ENVIROMENTAL IMPACT REPORT FOR THE PROPOSED WILEY CANYON PROJECT (MASTER CASE 20-238)**

Santa Clarita Sheriff's Station (Station) reviewed the Draft Environmental Impact Report (DEIR), dated March 2024, for Proposed Wiley Canyon Project (Project). The Project site is bordered by Interstate 5 (I-5) immediately to the west, Wiley Canyon Road immediately to the east, and between Hawkbryn Avenue to the north and Calgrove Boulevard to the south. The Project proposes to develop a 277,108-square-foot, four-story senior living facility, approximately 8,914 square feet of commercial space, 379 multifamily residential apartments, and a publicly accessible outdoor recreational field space on a vacant 31.8-acre site. On-site amenities would include a leasing center, clubhouse with fitness center, and a pool area. The project proposes a total of 966 on-site parking. A total of 109 parking stalls would be reserved for the senior living residents. The residential component of the project would reserve 582 parking spaces for multi-family residents. The remaining 275 parking stalls would be shared by the commercial use and guests. The proposed Project is located within the service area of the Department's Santa Clarita Valley Sheriff's Station and approximately 8.0 miles northeast of the project site from the Station located at 26201 Golden Valley Road, Santa Clarita, CA. 91350.

A9-3

According to Section 4.13.4 Population and Housing - Impact Analysis of the Draft Environmental Impact Report (DEIR) pages 4.13-5 and 4.13-6, the proposed Project construction impacts are expected to be less than significant. The Station recommends that an analysis and impacts of the proposed Project on the local transportation and circulation system also be included in the EIR. Traffic levels at intersections must be identified, studied, and analyzed. Preparation of a Construction Mitigation Plan would also help in reducing impacts to traffic levels. A Construction Traffic Management Plan should also be implemented as part of the proposed

A9-4

Project to address construction-related traffic congestion and emergency access issues. If temporary lane closures are necessary for the installation of utilities, emergency access should be maintained at all times. Flag persons and/or detours should also be provided as needed to ensure safe traffic operations, and construction signs should be posted to advise motorists of reduced construction zone speed limits.

A9-4 Cont.

According to Section 4.13.7 Population and Housing - Cumulative Effects of the Draft Environmental Impact Report (DEIR) pages 4.13-7 and 4.13-8 the proposed Project, in combination with other future foreseeable projects, would not create a cumulatively considerable impact. However, with cumulative growth from various developments in the area and other larger developments concurrently occurring within the City for which Station providing services, a cumulative effect on law enforcement services does exist and can be mitigated by deploying additional law enforcement patrol personnel to address the increase in population. The Station remains concerned that the continued growth and intensification of multi-use land uses within the service area will ultimately contribute to significant cumulative impacts on the Department's resources and operations. Meeting such demand will require additional resources, including law enforcement service personnel, support personnel, and attendant assets, such as patrol vehicles, support vehicles, communications equipment, weaponry, office furnishings/equipment, etc. The city should contact LASD's Contract Law Enforcement Bureau to determine the needs.

A9-5

According to Section 4.14 Public Services - Police Protection and Operation of the Draft Environmental Impact Report (DEIR) pages 4.14-2 and 4.14-11, the proposed Project is expected to have less than significant impact on law enforcement services provided by the Station. However, the proposed Project will increase residents, the employees, daytime, and nighttime population of the Station's service area, which will generate an increased demand for law enforcement services. To date, the Station is currently understaffed. However, assigning additional law enforcement personnel to the Station to meet an acceptable service ratio will require modification of the law enforcement services contract to address additional support personnel and equipment assets. Although operational funding for the Department serving the Project may come from various types of tax revenue but it is not guaranteed. Annual evaluations are conducted, and funding would need to be allocated to the Department and approved by the BOS based upon recommendations by the CEO. The Project Applicant will be required to pay all applicable development fees associated with the Project, such as a law enforcement facilities mitigation fee, as applicable.

A9-6

In addition, the Station reviewed the concept drawings Figure 3-5 and 3-6 of DEIR to provide the following comments:

1. ***Special Protection Requirements or Recommendations:***

   a. The proposed Project will benefit from a landscaping maintenance program that would minimize opportunities for individuals to hide. The Station also recommends limiting the height of hedge-type plants around security gates to allow visibility from the street. A9-7

   b. The installation of security cameras for a video monitoring system and building lights with motion sensors is beneficial, where feasible. Appropriate gate hardware such as keypad/keycard access, automatic gate closers, and tire spike strips can be implemented where feasible to limit unauthorized access and for easy monitoring. In addition, the proposed locations of exterior building security cameras shall be considered in areas where law enforcement can adequately identify vehicle license plates upon entry/exit into the proposed Project with adequate lighting to enhance visibility. Installation of security cameras inside the building at each level's entry/exit points, at the elevators, and at the stairwells can be considered where feasible. A9-8

   c. Installation of low-level site security lighting throughout the site as required, and where feasible. A9-9

   d. Effective traffic and security plans be developed to address potential issues from vandalism and burglaries at the proposed Project site, in coordination with all jurisdictional approvals. A9-10

   e. Provide numerical address on the corner of the building that can be easily viewed from the street. A9-11

   f. Provide notification to LASD of any methane extraction systems specified at its location due to landfill mitigation, if any. A9-12

g. Consider a vehicular exit in the southern portion of the property for emergency ingress/egress. A9-13

At this time, the Station has no further comments on the proposed Project. However, the Station reserves the right to amend or supplement our assessment upon subsequent reviews of the proposed Project once additional information becomes available.

Thank you for including the Station in the review process for the proposed Project. Should you have any questions regarding this matter, please contact Bee Bee Pee, Departmental Facilities Planner I, at (323) 526-5697, of our Facilities Planning Bureau. A9-14

Should you have any questions or require additional information, please contact Lieutenant Brandon Barclay at (661) 287-5702.

JRD:BLB:jg

ANTHONY C. MARRONE
FIRE CHIEF
FORESTER & FIRE WARDEN

"Proud Protectors of Life, the Environment, and Property"

COUNTY OF LOS ANGELES FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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RECEIVED
PLANNING DIVISION
APR 23 2024
CITY OF SANTA CLARITA

April 10, 2024

Erika Iverson
23920 Valencia Boulevard
Santa Clarita, CA 91355

Dear Ms. Iverson:

THE NOTICE OF AVAILABILITY OF A DRAFT EIR, "WILEY CANYON PROJECT" PROPOSES THE REDEVELOPMENT OF EXISTING VACANT LAND WITH A NEW MIXED-USE DEVELOPMENT CONSISTING OF A SENIOR LIVING FACILITY, RESIDENTIAL UNITS, AND COMMERCIAL USE, CITY OF SANTA CLARITA, FFER2024001209

The Notice of Availability of as Draft EIR reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demand on existing resources. In the absence of cumulative impact, this project would have a less than significant impact on Fire Department services. A10-1

For any questions regarding this response, please contact Kien Chin, at (323) 881-2404 or Kien.Chin@fire.lacounty.gov.

LAND DEVELOPMENT UNIT:

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. A10-2

The proposed development will necessitate a second ingress/egress access for the circulation of traffic, and emergency response issues. A10-3

For buildings where the vertical distance between the access roadway and the highest roof surface exceeds 30 feet from the lowest level of the Fire Apparatus Access Road, provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Apparatus Access Roads to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. At least one required access route meeting this condition shall be located such that the edge of the Fire Apparatus Access Roadway, not including shoulders, that is closest to the building being served, is between 10 feet and 30 feet from the building, as determined by the fire code official, and shall be positioned parallel to one entire side of the building. The side of the building on which the Fire Apparatus Access Road is positioned shall be approved by the fire code official. Fire Code 503.1.1; 503.2.1.2; 503.2.1.2.2 & 503.2.1.2.2.1 A10-4

The required fire flow for the public fire hydrants for this project is 2375 GPM at 20 psi residual pressure for @ 2 hours. Two (2) public fire hydrants flowing simultaneously may be used to achieve the required fire flow. Fire Code 507.3 & Appendix B

For Building 1-Senior Living Facility to comply with the public fire flow requirement, the building shall be separated into 5 zones as "approved" by the Fire Prevention Engineering Section-Building Plan Check Unit on 07/22/2022.

Planning Area 2 (Building's 1, 2, 3, 4, 5, 6 & 7) multi-family residential buildings shall be constructed to R-3 Standards to comply for NFPA 13D Standards. A10-5

Planning Area 3 (Building's 4, 5, 6, 7, 8, 9, 10 & 11) multi-family residential buildings shall be constructed to R-3 Standards to comply for NFPA 13D Standards.

The required fire flow for more than one on-site fire hydrant is 2500 GPM at 20 psi residual pressure for 2 hours. Two (2) on-site fire hydrants flowing simultaneously may be used to achieve the required fire flow with one being located the furthest from the public fire hydrant. Fire Code C106.1

This property is located within the area described by the Fire Department as a Fire Hazard Severity Zone. The development of this project must comply with all applicable code and ordinance requirements for brush clearance along with the preparation of a Fuel Modification Plan. A10-6

Specific fire and life safety requirements for the construction phase will be addressed at the Fire Department building plan check review. There may be additional fire and life safety requirements during this time.

The Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise, please contact Wally Collins at (323) 890-4243 or Wally.Collins@fire.lacounty.gov. A10-7

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, brush clearance, vegetation management, fuel modification for Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured at 4 ½ feet above mean natural grade. An Oak Tree Permit is required for this project. Specific questions regarding oak tree permit requirements should be directed to the Los Angeles County Department of Regional Planning at (213) 974-6411.

A10-8

This property is located in an area described by the Forester and Fire Warden as being in a Fire Hazard Severity Zone. The development of this project must comply with all Fire Hazard severity Zone code and ordinance requirements for fuel modification. Specific questions regarding fuel modification requirements should be directed to the Fuel Modification Office at (626) 969-2375.

For any questions regarding this response, please contact Forestry Assistant, Matthew Ermino at (818) 890-5719.

A10-9

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments for the project at this time.

Please contact HHMD Hazardous Materials Specialist III, Jennifer Levenson at (323) 890-4114 or Jennifer.Levenson@fire.lacounty.gov if you have any questions.

A10-10

Very truly yours,

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:pg

Los Angeles County Fire Dept.
Forestry Division
5823 Rickenbacker Road, # 123
Commerce, CA 90040

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Erika Iverson
23920 Valencia Boulevard
santa Clarita, CA 91355

91355-217599

Comment Letter 01

3250 Wilshire Boulevard
Suite 1106
Los Angeles, CA 90010

SIERRA CLUB
FOUNDED 1892

(213) 387-4287 phone
www.sierraclub.org

March 17, 2024

TITLE
Proposed Village at Wiley Canyon Project
(Master Case 20-238)

COMMENTS

The Sierra Club would like to highlight a few important points regarding the proposed Wiley Canyon Project. First, it is critical that the riparian habitat be preserved as much as possible. Additionally, we also ask that the developers of this proposed mixed-use project work to improve the ingress/egress in this wildfire threat area, especially as seeing how this area is intended as a home for senior citizens. 01-1

- Riparian Habitat

The proposed Wiley Canyon Project contains a portion of the South Fork of the Santa Clara River which is a blue-line stream. The degradation of this stream and the surrounding natural floodway will have devastating consequences on the riparian habitat. 01-2

This proposed project would negatively affect many of the plants and animals in the area. Swanson's hawk and Gnatcatchers (threatened birds under the Endangered Species Act) have been observed near the property and this should be addressed—once these areas are lost, they cannot be replaced. We have also learned that of the 12 oak trees on the property, two are heritage that could be encroached upon or pruned. We would encourage you to do everything possible to protect and guarantee their longevity and limited impacts to the other oaks to the greatest degree possible. The Oak Tree Preservation Ordinance protects oak trees and thus we would ask that no oak trees be removed from the property. 01-3

It is essential that a plan be put into effect which would preserve the riparian area and that the planted areas stay "green" by using only local native plants. Considering water shortages, any new projects should include planting materials that are specific to the area. These are drought tolerate and fire-resistant. Consultation with authorities, including the fire department should guide the plant selection. 01-4

- Transportation/Ingress and Egress/Traffic in Wildfire Area

People utilizing the proposed development will increase the traffic on surface streets and increase air pollution which is already some of the worst in the nation. This project would be constructed on a two-lane road that already comes to a stand-still at times of high-traffic on Interstate 5. Residents/commuters use this route frequently as a detour. Therefore, the current plan for roundabouts might work, but these could become a nightmare if the freeways were clogged up in a wildfire situation. Please consider 01-5

utilizing a signal as an alternative to at least one of the roundabouts. It is already extremely difficult in surrounding neighborhoods for existing residents to get out when the freeway is congested or there is an accident. One can only imagine the danger during the threat of a nearby wildfire. The project calls for some funding to enable Caltrans to improve/install traffic signals for the Southbound and Northbound Interstate 5 entrances, which might be fine if the land on either side of the freeway was not ablaze however, if it were, this seems like a dangerous situation in the making. The same issue arises with instructing people properly, under an evacuation plan, to enter the freeway to get to local hospitals.

O1-5 Cont.

The DEIR suggests that residents can access public transportation to and from the site, but the nearest bus stop is over a half mile from the site. To reduce parking, traffic and GHG impacts, as well as to provide a necessary transportation option for seniors, we recommend the project include and the city provide a public transportation option that directly serves the project.

O1-6

We understand and we were shocked to discover that the Traffic Study for this proposed project was held in October 2021 during the COVID pandemic. That alone makes the study invalid as not as many people were commuting to work on Interstate 5 at that time. If this is an old study, we request that the Traffic Study be redone using current models for more accurate results that truly depict what is happening on a daily/weekly basis in the area.

O1-7

Another aspect of safety/transportation to be considered is the lack of sidewalk/crosswalks connecting the existing neighborhood with this new project. It seems odd to offer amenities, including shopping and an acre of public park to the community, but not provide a safe connection to that larger community.

O1-8

- Water/Flooding

This site is a floodway for Towsley Canyon and other canyons in the nearby San Gabriel and Santa Susana mountains ranges. On-site, one can find fossil seashells which have weathered out from the upper reaches of the watershed. These transferred fossils are evidence of the floods that have washed through this area over time. Seeing as how the area is a floodplain, we are concerned about the density of building on this proposed site: approximately 500 units and almost 9,000 square feet of commercial space is too much on such acreage. The problems resulting from construction on top of floodways can be seen where the potential for flooding was not fully considered.

O1-9

Streams need to be left untouched and without channelization. Only when left in their natural state can they be sufficient areas for drainage, in the event of rainstorms and subsequent flooding. Unless a more environmentally friendly alternative to buried bank stabilization can be used, the project as proposed will negatively affect the streams, tributaries, and riparian habitats of the upper Santa Clara River Watershed and the neighboring communities.

O1-10

- Housing

Sierra Club promotes equitable housing that includes affordable units. We request the project add units that can be available for eligible seniors, teachers, first responders and others of median and low-incomes. This would be in keeping with the City's stated desire to address housing shortages in general and create a better jobs-housing balance. 01-11

CONCLUSION

In preparing our comments, we were unable to locate online the comments that have been submitted by the various agencies and other organizations. These should have been included in the DEIR as has been past practice and a requirement under CEQA. 01-12

The Sierra Club is concerned that if the proposed Wiley Canyon development plan goes forward without the amendments/improvements we have mentioned, it will not fit with our community. It will destroy more riparian habitat than necessary, cause huge traffic problems due to the lack of ingress/egress in an area that sees excessive amounts of traffic at times (especially during a wildfire), and create problems with water/flooding due to the degradation of a natural floodway. We ask that you please consider our suggestions. Thank you for allowing us the chance to offer some ideas to make this proposed project more acceptable for the community. 01-13

Sincerely,

Katherine Solomon
Conservation Chair, Santa Clarita Sierra Club

Sandra Cattell
Group Chair, Santa Clarita Sierra Club

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Mitchell M. Tsai
Law Firm

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VIA E-MAIL

March 18, 2024

Erika Iverson
Associate Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355
Ph: (661) 255-4962
Em: eiverson@santa-clarita.com

RE: City of Santa Clarita's Wiley Canyon Project (SCH#: 2022030626).

Dear Erika Iverson,

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**"), my Office is submitting these comments for the City of Santa Clarita's ("**City**") March 19, 2024, Planning Commission meeting for the Wiley Canyon ("**Project**"). 02-1

The Western Carpenters is a labor union representing almost 90,000 union carpenters in 12 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

The proposed project consists of a four-story senior living facility including 130 independent living units, 61 assisted living units, and 26 memory care beds, 8,914 square feet of commercial floor area, 379 apartment units, and publicly accessible outdoor recreational field space. 02-2

Individual members of WSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Western States Regional Council of Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield*

(2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Western Carpenters incorporates by reference all comments raising issues regarding the Environmental Impact Report (EIR) submitted prior to certification of the EIR for the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the Western Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law ("**Planning and Zoning Law**") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

02-1 Cont.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

02-3

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

> reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

O2-3
Cont

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[2]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

> include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[4] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

O2-3
Cont.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

---

[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[5]

Western Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. WSRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Western Carpenters' experience with safe construction site work practices, WSRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening

02-4

[5] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the

O2-4
Cont.

individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[6]

O2-4 Cont.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Western Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[7]

[6] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

[7] For details concerning Western Carpenters's ICRA training program, *see* https://icrahealthcare.com/.

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

O2-4 Cont.

The City should require the Project to be built using a workforce trained in ICRA protocols.

Sincerely,

Mitchell M. Tsai
Attorneys for Western States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts. 02-5

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2] 02-6

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

O2-6 Cont.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

O2-7

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

O2-7 Cont.

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

02-7 Cont.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

02-8

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

02-8 Cont.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

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Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

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Cont

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

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Cont

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

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Cont

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

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1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O2-9 Cont.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

O2-9 Cont.

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

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9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

O2-9 Cont.

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

O2-9 Cont.

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

02-9 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

02-9 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

O2-9 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

O2-9 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

02-9 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

O2-9 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

02-9 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

O2-9 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

02-9 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

02-9 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

O2-9 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

O2-9 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

O2-9 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

02-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

O2-9 Cont.

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

O2-9 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

O2-9 Cont.

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

O2-9 Cont.

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

O2-9
Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

O2-9 Cont.

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

O2-9
Cont.

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

O2-9 Cont.

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

O2-9 Cont.

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

O2-9
Cont.

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

O2-9 Cont.

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

O2-9 Cont.

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O2-9 Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

O2-9 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

O2-9 Cont.

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O2-9 Cont.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

O2-9 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

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

O2-9 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

O2-9 Cont.

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

O2-9 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O2-9 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

O2-9 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

O2-9 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

O2-9 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

O2-9 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

O2-9 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

O2-9 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

02-9 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

O2-9 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

O2-9 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O2-9 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

02-9 Cont.

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

02-9 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

02-9 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

02-9 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

02-9 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

02-9 Cont.

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

O2-9 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

O2-9
Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

O2-9 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

O2-9 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O2-9 Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

O2-9 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

O2-9 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

O2-9 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

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

O2-9 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

O2-9 Cont.

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

02-9 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O2-9 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

O2-9 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

02-9 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

O2-9 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

02-9 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

O2-9 Cont.

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

O2-9 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

O2-9 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

O2-9 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

O2-9 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

O2-9 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

02-9 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

02-9 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

O2-9 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

02-9 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

O2-9 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

O2-9 Cont.

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

O2-9 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

O2-9
Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

O2-9 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

O2-9 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O2-9 Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

O2-9 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

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tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O2-9 Cont.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

O2-9 Cont.

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

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9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

O2-9 Cont.

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

O2-9 Cont.

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

02-9 Cont.

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O2-9 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

O2-9 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

O2-9 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

02-9 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

O2-9 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

O2-9 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

O2-9 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

O2-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

O2-9 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

O2-9 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

O2-9 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

O2-9 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

O2-9 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

O2-9 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

O2-9 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

02-9 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

O2-9 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

02-9
Cont.

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

O2-9 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

02-9
Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

O2-9 Cont.

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

O2-9 Cont.

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

O2-9 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

O2-9 Cont.

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

O2-9
Cont.

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

O2-9 Cont.

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

O2-9 Cont.

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

O2-9
Cont.

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

O2-9 Cont.

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

O2-9 Cont.

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O2-9 Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

O2-9 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

O2-9 Cont.

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O2-9 Cont.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

O2-9 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

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

O2-9 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

O2-9 Cont.

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

O2-9 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O2-9 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

O2-9 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

02-9 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

02-9 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

02-9 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

O2-9 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

02-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

O2-9 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

02-9 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O2-9 Cont.

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O2-9 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O2-9 Cont.

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O2-9 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

02-9 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

02-9 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

O2-9 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

02-9 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

O2-9 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

02-9 Cont.

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

O2-9 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

02-9
Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

O2-9 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

O2-9 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O2-9 Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

O2-9 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

O2-9 Cont.

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O2-9 Cont.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

O2-9 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

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

O2-9 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

O2-9 Cont.

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

O2-9 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O2-9 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

O2-9 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

02-9 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

02-9 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

O2-9 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

O2-9 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

02-9 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

O2-9 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

02-9 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O2-9 Cont.

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O2-9 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

O2-9 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O2-9 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

02-9 Cont.

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

02-9 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

O2-9 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

02-9 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

O2-9 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

02-9 Cont.

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

O2-9 Cont.

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

O2-9 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

02-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

O2-9 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

O2-9 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

O2-9 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

O2-9 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O2-9 Cont.

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

O2-9 Cont

O2-9
Cont

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

O2-9 Cont

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

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Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

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Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

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Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

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Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

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Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

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Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

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In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

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In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

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EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

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Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

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- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

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At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

02-9
Cont

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

02-9
Cont

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

02-9
Cont

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

02-9
Cont

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

02-9
Cont.

From: Erika Iverson <EIVERSON@santa-clarita.com>
Sent: Monday, April 15, 2024 4:53 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Comments on Wiley Canyon Project DEIR
Attachments: Wiley Cyn EIR comments.pdf

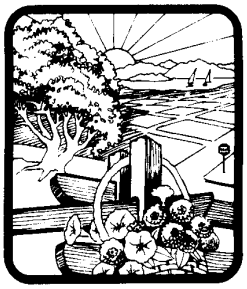
-----Original Message-----
From: SCOPE <exec-scope@earthlink.net>
Sent: Monday, April 15, 2024 4:43 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Comments on Wiley Canyon Project DEIR

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Attached, please acknowledge receipt.
Thank you.

03-1

SCOPE
Santa Clarita Organization for Planning and the Environment
TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY
AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY
POST OFFICE BOX 1182, SANTA CLARITA, CA 91386
www.scope.org



4-15-24

Ms. Erika Iverson, Associate Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Sent via email to: EIVERSON@santa-clarita.com

Comments on the DEIR Master Case 20-238

Dear Ms. Iverson:

SCOPE is a local planning and conservation group now celebrating 36 years of citizen participation in planning processes affecting the Santa Clarita Valley. This comment letter is timely filed by April 15th. 03-2

The Wiley project is proposed to consist of a 277,108-square-foot senior living facility, consisting of 130 independent living units, 61 assisted living units, and 26 memory care beds in the northernly portion of the project site. Within the proposed senior living facility would be an 8,914-square-foot commercial space on the first floor by the facility's entrance. The building is proposed to be four stories in height, not to exceed 50 feet. A total of 379 multifamily residential units are proposed to be south of the senior living facility. This includes a total of five, 3-story buildings comprised of 152 units would be constructed totaling approximately 135,594 square feet. The proposed residences would range from 1-, 2-, and 3-bedrooms as well as loft style apartments. In total, the 152 units would be located on a 4.47-acre pad. A total of eight buildings with 227 units would be constructed within four, 4-story buildings and four, 2-story buildings. The proposed residences would consist of studios, and 1-, 2-, and 3-bedroom apartments. 03-3

While we support the general concept behind this project, the project itself is too large for the neighborhood and has many flaws that must be corrected before it can be approved. Siting a residential community in this high air pollution freeway corridor is also not appropriate. 03-4

Traffic

This development is inconsistent with the Circulation Element of the City and County's One Valley, One Vision 2012 General Plan Update. The Plan states that Wiley Canyon will be upgraded to a 4-lane road to complete the circulation plan of Wiley Canyon throughout the Valley. *"Between Wabuska Street and Calgrove Boulevard - Widen roadway from 2 lanes to 4 lanes"* [1]. The current project proposal was designed with only a two-lane road. **Therefore, a Plan Amendment to the general plan is needed is needed for this project or the project must be redesigned to accommodate the 4-lane road described in the General Plan.** The City may not just arbitrarily ignore the General Plan. 03-5

[1] City Plan at C-27, County Area Plan – Chapter 3, Page 90

Additionally, since a Plan Amendment is required, this project must go to the City Council for final approval.

Included in the GP is a policy to ensure that landuse conforms to the Circulation Element:

Policy C 2.1.4: Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.[2]

We also assert that the project design is not consistent with the Circulation Plan regarding access:

Policy C.2.7.3: Where feasible, design new residential subdivisions with more than 200 residential units with direct access to an existing arterial roadway or an existing non loaded collector street. Discourage new large residential subdivisions from having primary access through local neighborhood streets.[3]

03-6

Since this project will have a senior care unit, traffic considerations for the easy access of emergency vehicles such as fire trucks and ambulances must be incorporated. The proposed number of roundabouts and ingress and egress to the project may not be adequate to allow efficient access to these vehicles in an emergency situation. Again, we assert that the project is just to large to safely accommodate these uses.

03-7

This project is located in a Very High Fire Hazard Severity Zone. Several major wildfires have occurred in the last decades immediately to the South and west of the project. Due to traffic circulation, evacuation will increase to as long as 15 minutes for residents North of the project. "According to a conservative evacuation modeling approach performed by CR Associates with input from Dudek and included in an Evacuation Plan for the project (Appendix N), it would take between 42 minutes and 63 minutes to evacuate the existing land uses and 52 minutes to evacuate the project. Under this scenario, the project would not cause an increase in evacuation time for evacuees leaving the communities east of the proposed project off of Calgrove Boulevard, but the project would cause an increase of 15 minutes to the community directly north of the proposed project and south of Wabuska Street."[4] We note that the evacuation study assumes that exiting along Calgrove onto the I-5 freeway will be a safe route. In fact, some previous fires have closed that area and made evacuation along Wiley Canyon the only route out. The evacuation scenario should be re-calculated with that fact in mind. The EIR found these evacuation times not to be significant, but in a fast-moving wind-driven fire, lives would certainly be lost in the traffic jam.

03-8

Parking

The project proposes parking of 772 multifamily spaces, 126 spaces senior living spaces and 45 commercial use spaces. This is substantially under the City Code Requirements for multi-family units and senior living. The City Planners propose a way around this by allowing reduced parking for a mixed-use zone. However, the project does not meet the qualifications of a mixed-use zone without a minor use permit to reduce those requirements. There is no minor use permit application for reduced parking as required by the municipal code and no study to support the reduction in parking as required. These shenanigans will inevitably result in off street over-flow parking into the residential area. The correct number of parking spaces, along with plug-ins for electric car charging must be required.

03-9 Cont.

[2] General Plan at C-67
[3] GP at C-70
[4] EIR at page 4.19-15

City of Santa Clarita Municipal Code 17.51.060 Parking Standards.

Section B.

Applicability of Code:

2. In the case of mixed uses, the total number of parking spaces required shall be the sum of the requirements for the various uses computed separately. Required parking spaces for one (1) use shall not be considered required parking spaces for any other use unless allowed by a minor use permit in accordance with Section 17.24.120 (Minor Use Permit).

5. The provisions of this section in effect at the time of final approval of applications for conditional use permits, minor use permits, development review, and other similar zoning cases shall apply, unless new uses are proposed.

Policy C 3.3.1: Evaluate parking standards and reduce requirements where appropriate, **based on data showing that requirements are in excess of demand**.[5] [emphasis added]

There is no data in the EIR or the Parking appendix to support these findings. The parking calculations are based on an old methodology from 1984 and updated in 2020 (the height of the pandemic) which is not provided in the Appendix, so that no one can review its accuracy. The low parking requirements are also based on the assumption that residents of the Senior facility will not be driving. While that might logically be true for the memory care unit, no data is provided on which to base that assumption for the other facilities.

O3-9 Cont.

Landscape Requirements

Because the project is located in a Very High Fire Hazard Severity Zone, palm trees (which were indicated in the landscape Plan, must be prohibited. These trees act like torches in a wildfire, because embers accumulate in their fronds which are often dry and easily flammable in the fire season months.

Further, attention should be paid to requirements of the SCV Water Agency's Water Supply Assessment Cover Letter (Attachment 1) which may have been erroneously excluded from the EIR submittal where they state:

> *In preparing this Water Supply Assessment, SCV Water understands the project's landscape will be designed in accordance with all current Model Water Efficient Landscape Ordinance (MWELO) standards and that the City of Santa Clarita will enforce these standards during its plan checks, when performing inspections of the installed landscapes and irrigation components, and when conducting irrigation audits. Enforcement of these standards through the City is essential to ensuring that the project's actual water demands meet MWELO standards.*

O3-10

Air Quality and Health Effects on Future Residents of living in a project next to a freeway

In our NOP comments (attachment 2), we specifically asked that this issue be discussed. Although there is a long discussion on the health hazards of various pollutants, the connection to those emitted by the nearby freeway is not made. As a result of that failure, no mitigation measures were developed to protect future residents from freeway pollution. ***This is an EIR deficiency.***

Air pollution from vehicles can harm human health whether it is vehicle exhaust that enters a vehicle from outside or pollutants off-gassing from materials inside the vehicle. Pollutants from

O3-11

[5] GP at C-71

vehicle exhaust include carbon monoxide (CO), nitrogen dioxide (NO2), particulate matter (PM) such as PM 2.5 and ultrafine particles (UFP), and volatile organic compounds (VOCs)[6].

It is a well-known fact that residents living close to a freeway have higher rates of asthma and other health problems.

"There is growing evidence of a distinct set of freshly-emitted air pollutants downwind from major highways, motorways, and freeways that include elevated levels of ultrafine particulates (UFP), black carbon (BC), oxides of nitrogen (NOx), and carbon monoxide (CO). People living or otherwise spending substantial time within about 200 m of highways are exposed to these pollutants more so than persons living at a greater distance, even compared to living on busy urban streets. Evidence of the health hazards of these pollutants arises from studies that assess proximity to highways, actual exposure to the pollutants, or both. Taken as a whole, the health studies show elevated risk for development of asthma and reduced lung function in children who live near major highways. Studies of particulate matter (PM) that show associations with cardiac and pulmonary mortality also appear to indicate increasing risk as smaller geographic areas are studied, suggesting localized sources that likely include major highways. Although less work has tested the association between lung cancer and highways, the existing studies suggest an association as well."[7]

In a 2019 memo, Los Angeles County Public Health stated[8] that developers and planners should abide by CARB recommendations by stating that buffer of at least 500 feet should be maintained between the development of new schools, housing or other sensitive land uses and freeways. "Consideration should be given to extending this minimum buffer zone based on site-specific conditions, given the fact that unsafe traffic emissions may be present at greater distances."

"Studies indicate that residing near sources of traffic pollution is associated with adverse health effects, including development of asthma in children, more severe symptoms among those with asthma, non-asthma respiratory symptoms, impaired lung function, reduced lung development during childhood, and cardiovascular disease morbidity and mortality.[9] These associations are diminished with distance from the pollution source. Additionally, emerging research suggests a possible link between autism and prior exposure to air pollution during the prenatal period.[10]

See also the memo from the State Office of Environmental Health Hazard Assessment (OEHHA) that discusses other impacts including the incidence of spontaneous abortion (miscarriage)[11]

But perhaps the most unconscionable result of not discussing the health issues of living near a freeway is the irony of siting of a memory unit in this project near a major source of PM2.5 which causes memory and brain impairment." A large body of epidemiological evidence suggests that PM2.5 exposure in the elderly may lead to memory impairment (Fonken et al., 2011[12]), and exposure to high levels of PM2.5 is strongly associated with increased risk of neuropathic

O3-11 Cont.

[6] California Air Resources Board, https://ww2.arb.ca.gov/resources/documents/car-bus-exposure-studies

[7] Brugge D, Durant JL, Rioux C. Near-highway pollutants in motor vehicle exhaust: a review of epidemiologic evidence of cardiac and pulmonary health risks. Environ Health. 2007 Aug 9;6:23. doi: 10.1186/1476-069X-6-23. PMID: 17688699; PMCID: PMC1971259.

[8] PUBLIC HEALTH RECOMMENDATIONS TO MINIMIZE THE HEALTH EFFECTS OF AIR POLLUTION ASSOCIATED WITH DEVELOPMENT NEAR FREEWAYS AND HIGH-VOLUME ROADS, County of Los Angeles Depart of Public Health, Updated March 2019

[9] Health Effects Institute. 2010. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. HEI Special Report. p.1-11

[10] L. Paglan et al. Association of Prenatal Exposure to Air Pollution with Autism Spectrum Disorder. JAMA Pediatrics. 2018; doi: 10.1001/jamapediatrics.2018.3101.

[11] https://oehha.ca.gov/air/residential-traffic-studies

dysfunction, cognitive decline, and accelerated brain aging (Power et al., 2011[13]; Wellenius et al., 2015[14]), and studies by Elder et al. (2006) have demonstrated that PM2.5 is a major cause of learning and memory impairment."[15]

Instead of taking ambient air quality readings at the project site near the freeway, the EIR apparently uses data from the SQAMD air monitoring station several miles away and not near a freeway. This has resulted in inaccurate data being provided for analysis in the EIR. We ask that the EIR be re-circulated with correct and relevant data so that the decision-makers can be provided with the information they need to make good decisions about this project.

In the section entitled "Sensitive Receptors and Locations"[16], the EIR specifically failed to mention the proximity in feet of the I-5 freeway immediately west of the project. We surmise that this is because it is well within the area recommended against residential development by CARB and the SCAQMD. ***This omission is an EIR deficiency.***

Over the years, both County and City Commissions, along with school districts have recognized the health problems of siting housing and schools next to freeways and have not permitted it. Instead, commercial or industrial uses can generally be found next to the I-5 and Hwy 14 freeways. We ask that this Commission please consider the health consequences and not site a housing and elderly facility in this location next to the freeway.

03-11 Cont.

Noise

Levels of highway traffic noise typically range from 70 to 80 dB(A) at a distance of 15 meters (50 feet) from the highway. These levels affect a majority of people, interrupting concentration, increasing heart rates, or limiting the ability to carry on a conversation. Avoiding a noise problem frequently is more effective than trying to correct an existing one using noise barriers. FHWA encourages developers, government officials, planners, and private citizens to consider ways to address highway traffic noise before—rather than after—frustrating problems arise. One solution is noise-compatible land-use planning. [17] Since this is the solution for both the severe air pollution health impacts and also the noise



Locating commercial developments near the highway, as with this strip mall in northern Virginia, is preferable to putting a residential neighborhood close to traffic noise.

03-12

[12] Fonken L. K., Xu X., Weil Z. M., Chen G., Sun Q., Rajagopalan S., et al.. (2011). Air pollution impairs cognition, provokes depressive-like behaviors and alters hippocampal cytokine expression and morphology. Mol. Psychiatry. 16, 987–95, 973. 10.1038/mp.2011.76

[13] Power M. C., Weisskopf M. G., Alexeeff S. E., Coull B. A., Spiro A. I. I. I., Schwartz J. (2011). Traffic-related air pollution and cognitive function in a cohort of older men. Environ. Health Perspect. 119, 682–7. 10.1289/ehp.1002767

[14] Wellenius G. A., Koutrakis P., Wang Y. (2015). Ambient air pollution and depressive symptoms in older adults: Wellenius et al. respond. Environ. Health Perspect. 123, A114–A115. 10.1289/ehp.1409657R

[15] Li W, Lin G, Xiao Z, Zhang Y, Li B, Zhou Y, Ma Y, Chai E. A review of respirable fine particulate matter (PM2.5)-induced brain damage. Front Mol Neurosci. 2022 Sep 7;15:967174. doi: 10.3389/fnmol.2022.967174. PMID: 36157076; PMCID: PMC9491465.

[16] DEIR at page 4.2.6

[17] Federal Highway Administration, US Department of Transportation, https://highways.dot.gov/public-roads/julyaugust-2003/living-noise

impacts, we recommend that the Commission ask that the project be reduced and moved further away from the freeway or that it be redesigned for a commercial use. 03-12 Cont.

Greenhouse Gases

The City of Santa Clarita has an outdated Climate Action Plan approved in 2012, and has not complied with the approval requirements of that plan, including updated reports and needed revisions. (See attachment 3 Response to PRA indicating no updates and reports exist). We believe that this project cannot be approved without the legally required underlying plan and data needed to evaluate GHG reduction in Santa Clarita and which should be providing the GHG reduction strategies for our community.

On December 15, 2022 California's air board unanimously approved a sweeping state plan to battle climate change, creating a new blueprint for the next five years to cut carbon emissions, reduce reliance on fossil fuels and speed up the transition to renewable energy. We appreciate the DEIR's detailed description of this Plan starting on page 4.7-11 and its recognition of the dire consequences of not addressing climate warming gases.

However, the words are there, but the mitigation actions are not. The 2022 Scoping Plan encourages local governments to take ambitious, coordinated climate action at the community scale. But there is no corresponding mitigation requiring electrical plugs for EV charging in the parking units or requirements for solar roofs and solar on the carport parking structures. These should be included in the mitigation monitoring plan. 03-13

The EIR also leaves out several sources of GHG. These must be calculated and included in the analysis and mitigation. They include but are not limited to:

- The additional concrete that will be required for construction. (The EIR states that Implementation of the Build Alternative would result in a net increase of approximately 43 acres of impervious area, a substantial amount in addition to the replacement of current paving. p.16)
- The removal of 4 oaks. Please calculate the loss of carbon sequestration provided by these trees. Young trees do not replace to sequestration value of older trees.

The EIR purports to not have do address GHG, because it is not seeking a Plan Amendment. As stated above in the traffic section of these comments, a general plan amendment is required and so climate must be addressed and mitigation for it included in this project. In addition to that, the developer should add climate reducing mitigation as suggested above without being required, just as a good citizen, because if we do not all start addressing this issue now in any way we can, we are not going to have a livable planet.

Water Supply and Hydrology

Again, attention should be paid to requirements of the SCV Water Agency's Water Supply Assessment Cover Letter (Attachment 1) which may have been erroneously excluded from the EIR submittal where they state:

"SCV Water also recommends that the subject project adhere to the low impact development water quality and hydromodification standards described in Chapter 12.84 of the Title 12 – Environmental Protection of Los Angeles County Code, specifically Section 12.84.440 (A)(1)(2)(3). This section requires projects to "Mimic undeveloped stormwater runoff rates and volumes in any storm event up to and including the Capital Flood", prevent pollutants of concern from leaving the development site in stormwater as a result of storms, up to and including a Water Quality Design Storm Event" and "Minimize 03-14

hydromodification impacts to natural drainage systems."

How much ground water recharge will be lost to concreting over this floodplain – please quantify. How will this be mitigated? A native landscape palette should be required due to the project's proximity to open space areas and to reduce water usage.

This means that Wiley Creek and more of the flood plain should be left in its natural state to ensure continued ground water recharge that provides for our local water supply. In addition, open pavers should be required to reduce heat generation from paving and add to ground water recharge. These issues were not discussed in the EIR.

03-14 Cont.

Wildlife corridor and protection of the natural streambed

Wiley Creek is a tributary to the South Fork which then drains into the Santa Clara River. The River and its tributaries serve as major wildlife corridors between the Santa Susanna and San Gabriel Mountains for species such as bobcats, mountain lions, grey fox, and long-tailed weasels, and more common animals such as coyotes, skunks and racoons, which neighbors have all reported seeing. Wiley Creek is essentially the only viable corridor left in this area. Other communities are spending millions of dollars to build new corridors over or under freeways, but here the City has the opportunity to protect a corridor through careful planning in the current permitting process. The project proposal currently does not do that.

The Mule Ranch property contributes to two wildlife corridors under I-5 described below. It is important to maintain both for now since the crossing at Calgrove Blvd. is becoming more commercialized, and its viability is suffering from increased traffic. The DEIR should have analyzed these two routes.

Currently the wildlife can pass at the south end of the project under Interstate 5 using Calgrove Boulevard, and the South fork/Wiley culvert that is over thirty feet in width. Wildlife could and do also travel on road shoulders and streets to reach the Calgrove interchange undercrossing, as many residents have reported, but that route is experiencing substantial commercial development as stated above. From Calgrove they can move South to open habitat in the City open space parcel between I-5 and the 14 or can cross under the freeway to reach Towsley Open Space. The existing riparian corridor of Wiley Creek basically defines this route. Both routes have their own favorable ecological characteristics and must be analyzed in the DEIR. They can exit at the North end through the culvert and continue to the South fork and the Santa Clara River. By protecting Wiley Creek, this corridor will also be protected.

03-15



Swainson's hawks have been observed and photographed on site by nearby residents. The Swainson's hawk is a CESA-listed threatened species. Potential impacts to the Swainson's hawk, either directly or through habitat loss and/or modification, should have been analyzed, disclosed, and mitigated. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA.

In spite of impacts to the wildlife corridor and a known CESA listed species, this, the EIR found that there were no significant impacts All mitigation proposed by the wildlife agencies must be followed to ensure that these rare creatures survive and animal movement between the two mountain ranges can continue.

Conclusion

In conclusion, we re-iterate that this project is just too large to safely build in this area. Many of the issues of concern described in this letter could be addressed with a reduction in size. (preservation of the wildlife corridor and natural streambed.) Others could be addressed by honestly admitting there is a problem and providing mitigation for it instead of pretending the problem doesn't exist (noise, air pollution, green house gases). We urge the developers, the planning department and the Commission to review these negative impacts and create mitigation to avoid them rather than pretending they don't exist. 03-16

Sincerely,



President

Attachments:
Attachment 1 – SCV Water Agency Cover letter to Wiley Canyon Water Supply Assessment
Attachment 2 – SCOPE NOP submittal
Attachment 3 - Response to PRA indicating no updates and reports exist

ATTACHMENT 1

SCV WATER
Department of Water Resources 26501 Summit Circle, Santa Clarita, CA 91350-3049
(661) 297-1600 | yourSCVwater.com

July 7, 2022

City of Santa Clarita
Planning Department
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Suite 300
Santa Clarita, CA 91355-2196

SUBJECT: WILEY CANYON MIXED-USE DEVELOPMENT WATER SUPPLY ASSESSMENT, MASTER CASE 20-238

Dear Ms. Iverson:

Enclosed is SCV Water's Water Supply Assessment and Board of Directors Resolution from July 5, 2022, adopting said Water Supply Assessment for the Wiley Canyon Mixed-Use Development Project.

03-17

SCV Water has evaluated the long-term water needs (water demand) within its service area and has compared these needs against existing and planned water supplies. Demand projections are based on applicable population projections and County and City land use plans, and account for conservation as well as climate change impacts and other relevant factors. The Water Supply Assessment concludes that the total projected water supplies available to the SCV Water service area over the 30-year projection during normal, single-dry, and multiple-dry year (5-year drought) periods are sufficient to meet the projected demands associated with the proposed Wiley Canyon Mixed-Use Development Project, in addition to existing and other planned future uses, including agricultural and industrial uses, throughout the Valley.

In preparing this Water Supply Assessment, SCV Water understands the project's landscape will be designed in accordance with all current Model Water Efficient Landscape Ordinance (MWELO) standards and that the City of Santa Clarita will enforce these standards during its plan checks, when performing inspections of the installed landscapes and irrigation components, and when conducting irrigation audits. Enforcement of these standards through the City is essential to ensuring that the project's actual water demands meet MWELO standards.

On July 5, 2022, the SCV Water Board directed staff to express the concern that new development is not achieving water use efficiencies as defined by the MWELO standards. A study conducted for SCV Water of developments constructed after 2015, when MWELO was implemented, indicated trends of exceeding the MWELO defined irrigation targets by approximately 26%. Our demand calculations for the subject project include this additional overwatering factor.

SCV Water recommends that all of the subject project's approved landscape plans should show compliance with the MWELO standards and those plans, and any other water conservation measures, should be incorporated as conditions of approval for the appropriate entitlement(s).

SCV Water also recommends that the subject project adhere to the low impact development water quality and hydromodification standards described in Chapter 12.84 of the Title 12 – Environmental Protection of Los Angeles County Code, specifically Section 12.84.440 (A)(1)(2)(3). This section requires projects to "Mimic undeveloped stormwater runoff rates and volumes in any storm event up to and including the Capital Flood", prevent pollutants of concern from leaving the development site in stormwater as a result of storms, up to and including a Water Quality Design Storm Event" and "Minimize hydromodification impacts to natural drainage systems."

O3-17
Cont.

SCV Water would like to work with the City to explore how a cooperative effort between us could ensure new developments irrigation targets are achieved in accordance with these MWELO standards.

Please let me know if you have any questions about anything above or the Water Supply Assessment.

Sincerely,

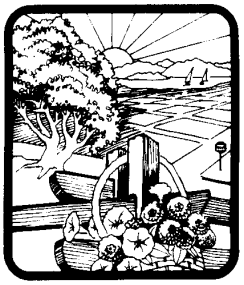


Rick Vasilopulos
Water Resources Planner

Cc: Dirk Marks
Steve Cole

ATTACHMENT 2

SCOPE
Santa Clarita Organization for Planning and the Environment
TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY
AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY
POST OFFICE BOX 1182, SANTA CLARITA, CA 91386
www.scope.org



4-28-22

Ms. Erika Iverson,
Associate Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Via email to: EIVERSON@santa-clarita.com

NOTICE OF PREPARATION Master Case 20-238

Dear Ms. Erickson:

We have made an attempt to file this comment within the identified comment period on your notice. However, we note that your notice also states that comments are timely filed "when received not later than 30 days after receipt of this notice." We received this notice by certified mail on April 5th which can be verified by your office. Therefore this comment is timely filed within the stated time period.

Additionally, if you really want public input on an NOP, we strongly suggest that you advise the consultants that notification should be mailed in a timelier manner, especially when the comment period includes a major holiday.

03-18

Request for EIR notification and receipt of a CD copy of the EIR
We request email notification of the release of the EIR. We also request that we be provided with a CD copy of the EIR as downloading from your website is difficult and time consuming. Reading the document on line is almost impossible, since scrolling and jumping between chapters is difficult.

Areas to address
We request that the following areas be addressed. This is not a comprehensive list, but only includes areas of which we have personal knowledge. Please address the following in the EIR:

- Health Hazards of locating permanent housing immediately adjacent to a freeway. It is well documented that air pollution and higher rates of asthma occur along freeway corridors due to increased particulate pollution. Please discuss the heal risks to future residents.
- Future residents of this proposal will be subjected to significant noise pollution due to the proximity of the I-5 freeway. Noise studies must be included in the EIR. Health impacts from this noise should be disclosed. Mitigation should include at a minimum,

dual paned windows and soundproofing throughout the project. Trees should be required landscaping on the freeway side to reduce noise.

- Wiley Canyon road is two lanes in this area. Please discuss all traffic issues identified with adding this number of units to a small area.
- Fire Hazard and evacuation. Several major recent wildfires have occurred in this area. Please discuss how the project will minimize the threat of human caused fires and evacuation plans from nearby neighborhoods.
- Climate Change. This is a required Chapter. How will the project proponent minimize the effects of climate change? Roof top solar, vehicle charging stations and individual electric car plugs in occupant parking areas should be required, at a minimum.
- Water Supply. Will the local water agency be able to supply this project? How much ground water recharge will be lost to concreting over this floodplain – please quantify. How will this be mitigated? A native landscape palette should be required due to the project's proximity to open space areas and to reduce water usage.
- Loss of Wildlife Corridor – Wiley Canyon Creek currently serves as a wildlife Corridor into the Santa Clarita Woodlands open space. What affect will the loss of this creek have on wildlife?
- Hazards – We understand that a major gas/ oil pipeline crosses this area. How will the project ensure public safety? It is our understanding that building cannot occur over a pipeline.
- This area is a floodplain and liquefaction zone. What building standards will be required to ensure avoidance of building collapse in future earthquakes?

O3-18 Cont.

Thank you for your time and for the opportunity to comment on this Notice of Preparation. We look forward to reviewing the future document.

Sincerely,



President

ATTACHMENT 3

RSC Online: Closed Request # 6998564 [3039653937666132]

From: "City of Santa Clarita Online Request System" <santaclarita@user.govoutreach.com>
To: <Exec-scope@earthlink.net>
Subject: RSC Online: Closed Request # 6998564 [3039653937666132]
Date: Jul 13, 2023 5:06 PM

---If replying by email, enter your response above this line---

Dear Ms. Plambeck:

Thank you for your interest in the records of the City of Santa Clarita. While staff makes every effort to search for and produce documents as required under the California Public Records Act, the Act also limits the City's responsibility to produce records within its custody, control, or possession. There are no records of the nature you seek on file with the City of Santa Clarita. This determination is based on contacting those City departments that are believed to maintain records of the nature of your request.

Sincerely,

Machelle Massey
Project Technician

This message is in reference to the Request on Public Records Request you submitted on 06/22/2023 3:38 PM Request# 6998564

Dear Ms Cusick:

At the City Planning Commission SCOPE made the following oral PRA request. As you are aware, oral requests must be honored. We are providing this written request as a back up, however, we are dating it on the day the request was acutually made.
The City of Santa Claritaâs Climate Action Plan (CAP) has several mitigation requirements. One of them is the following:

âThe City will begin mitigation measure implementation by focusing on the measures included in the CAP. In addition, the City will initiate the development of performance indicators for those measures that will be included in the Monitoring Plan (See Section 6.3 Timeline and Prioritization). The information from these updates will allow the City to describe progress towards meeting performance targets and estimated GHG reductions. Every four years the City will assess the performance of the CAP and will prepare a progress report to document performance. On an eightâyear basis, the performance evaluation will consist of a comprehensive update of the Cityâs GHG inventory and an assessment of the Cityâs overall progress as well as the progress of individual mitigation measures. At the four year performance assessment intervals, results to date or changes in requirements could trigger an update of the Cityâs CAP.â1
1. Please provide copies of the four-year reports and the eight year progress evaluations described above.
If these documents are located somewhere on your website, please indicate the location.
If this information is available digitally, please forward it to:
Exec-scope@earthlink.net

03-19

Please notify us if the files are larger than 20MG so that we can make other arrangements for their transfer.

We are committed to providing you the best service possible. Please let us know how this request was handled by completing our online survey at:
http://user.GovOutreach.com/santaclarita/survey.php?cid=6998564&access=3039653937666132

To send us a response, you may reply to this email. To view this request online, please go to:
http://user.GovOutreach.com/santaclarita/case.php?id=6998564&access=3039653937666132

03-19 Cont.

From: Erika Iverson
Sent: Monday, April 15, 2024 3:38 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: WSRCC - City of Santa Clarita - Wiley Canyon Project - DEIR Comment Letter
Attachments: 20240415_SantaClarita_WileyCanyon_DEIR_CommentLetter_Signed_Combined.pdf

---

From: Hind Baki <hind@mitchtsailaw.com>
Sent: Monday, April 15, 2024 3:18 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Mitchell Tsai <mitch@mitchtsailaw.com>; Jeremy Herwitt <jeremyh@mitchtsailaw.com>; Mitchell M. Tsai Attorney at Law, P.C. <info@mitchtsailaw.com>
Subject: WSRCC - City of Santa Clarita - Wiley Canyon Project - DEIR Comment Letter

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Good afternoon,

Our Firm would like to submit the attached Comment Letter regarding the Draft EIR for the Wiley Canyon Project. We would appreciate confirmation of this email. 04-1

Thank you,
--Hind

Hind Baki
Paralegal
Mitchell M. Tsai Law Firm - *Environmental & Land Use Litigation*
139 South Hudson Avenue, Suite 200
Pasadena, CA 91101
Office: (626) 314-3821
Fax: (626) 389-5414

Email: hind@mitchtsailaw.com
Website: https://www.mitchtsailaw.com

Please note that Hind Baki is out of office on Fridays; for any urgent matters, please contact info@mitchtsailaw.com*

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages accompanying it, may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this message is STRICTLY PROHIBITED and may violate applicable laws including the Electronic Communications Privacy Act. If you have received this transmission in error, please immediately notify us by reply e-mail at hind@mitchtsailaw.com or by telephone at (626) 314-3821 and destroy the original transmission and its attachments without reading them or saving them to disk. Thank you.

P: (626) 314-3821
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

April 15, 2024

Erika Iverson
Associate Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355
Ph: (661) 255-4962
Em: eiverson@santa-clarita.com

RE: City of Santa Clarita's Wiley Canyon Project (SCH#: 2022030626).

Dear Erika Iverson,

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**"), my Office is submitting these comments in response to the City of Santa Clarita's ("**City**") March 2024, Draft Environmental Impact Report ("**DEIR**") for the Wiley Canyon project ("**Project**").

The Western Carpenters is a labor union representing almost 90,000 union carpenters in 12 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

The proposed project consists of a four-story senior living facility including 130 independent living units, 61 assisted living units, and 26 memory care beds, 8,914 square feet of commercial floor area, 379 apartment units, and publicly accessible outdoor recreational field space to be constructed upon an approximately 31.8-acre area located east of Interstate 5 and west of Wiley Canyon Road, between Hawkbryn Avenue and Calgrove Boulevard. The project is comprised of four (4) parcels (Assessor's Parcel Numbers [APNs] 6106-030-011, 6106-030-015, 6106-030-016, 6106-030-017).

Individual members of WSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

04-2

The Western States Regional Council of Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Western Carpenters incorporates by reference all comments raising issues regarding the Environmental Impact Report (EIR) submitted prior to certification of the EIR for the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties). 04-2 Cont.

Moreover, the Western Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law ("**Planning and Zoning Law**") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program. 04-3

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas

emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[2]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

O4-3
Cont.

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

04-3 Cont.

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[4] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

04-4

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

04-5

[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts. 04-6

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[5]

Western Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. WSRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Western Carpenters' experience with safe construction site work practices, WSRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site: 04-7

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.

[5] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.

04-7
Cont.

- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[6]

O4-7
Cont.

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Western Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves

[6] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

and all others during renovation and construction projects in healthcare environments.[7]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

04-7 Cont.

III. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

The California Environmental Quality Act ("CEQA") is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations ("CEQA Guidelines"), § 15002, subd. (a)(1). At its core, its purpose is to "inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

04-8

A. Background Concerning Environmental Impact Reports Under CEQA.

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Comes* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Assn.*, 47 Cal.3d at p. 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines, § 15002, subd. (a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in Public Resources Code section 21081. See CEQA Guidelines, § 15092, subds. (b)(2)(A)-(B).

04-9

[7] For details concerning Western Carpenters' ICRA training program, *see* https://icrahealthcare.com/.

While the courts review an EIR using an 'abuse of discretion' standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Jets*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights Improvement Assn.*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Id.* Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the court stated in *Berkeley Jets*, prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process. 91 Cal.App.4th at p. 1355 (internal quotations omitted).

04-9 Cont.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

B. The Project's DEIR is Deficient and, at a Minimum, Must Be Revised and Recirculated.

04-10

CEQA is a California statute designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CEQA Guidelines**") § 15002(a)(1).[8] At its core, "[i]ts purpose is to inform the public and its responsible officials of the environmental consequences of

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.

To achieve this purpose, CEQA mandates preparation of an Environmental Impact Report ("**EIR**") for projects so that the foreseeable impacts of pursuing the project can be understood and weighed. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80. The EIR requirement "is the heart of CEQA." CEQA Guidelines, § 15003(a).

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

04-10
Cont.

Section 15088.5(a) of the CEQA Guidelines provides that an EIR must be recirculated whenever there is disclosure of significant new information. Significant new information includes: (1) disclosure of a new significant environmental impact resulting from the project or from a new proposed mitigation measure; (2) disclosure of a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance; and (3) disclosure of a feasible project alternative or mitigation measure considerably different from others previously analyzed which would clearly lessen the significant environmental impacts of the project which the project proponents decline to adopt. *Id.*

Additionally, an EIR must be recirculated when it is so fundamentally inadequate and conclusory in nature that meaningful public review and comment is precluded. *Id.* [citing *Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043].

Here, as discussed below, the DEIR is legally flawed in various respects because it fails to substantiate all of its conclusions to allow meaningful public review and

comment, fails to provide adequate mitigation measures, and fails to fully assess all pertinent environmental factors. Accordingly, this comment letter discloses significant new information, necessitating revision and recirculation of the DEIR.

04-10 Cont.

1. The DEIR Must Describe All Feasible Mitigation Measures That Can Minimize the Project's Significant and Unavoidable Environmental Impacts

A fundamental purpose of an EIR is to identify ways in which a proposed project's significant environmental impacts can be mitigated or avoided. Pub. Res. Code §§ 21002.1(a), 21061. To implement this statutory purpose, an EIR must describe any feasible mitigation measures that can minimize the project's significant environmental effects. PRC §§ 21002.1(a), 21100(b)(3); CEQA Guidelines §§ 15121(a), 15126.4(a).

04-11

If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible"[9] and find that 'specific overriding economic, legal, social, technology or other benefits of the project outweigh the significant effects on the environment."[10] "A gloomy forecast of environmental degradation is of little or no value without pragmatic, concrete means to minimize the impacts and restore ecological equilibrium." *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039.

i. The DEIR Does Not Mitigate the Project's Significant and Unavoidable Construction Noise Impacts

The DEIR concludes that the Project will have significant and unavoidable noise impacts to surrounding sensitive receptors during the Project's construction phase. On the one hand, the DEIR, in acknowledgement of the significant construction noise impacts being forecasted for the Project, fashions two mitigation measures purportedly aimed at reducing said impacts. However, the DEIR then proceeds to admit that its own proposed mitigation measures fall short of reducing the noise impacts to a less than significant level. In this regard, the DEIR fails to engage in sufficient analysis and examination of available mitigation measures, rendering it legally deficient.

04-12

[9] PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(A).

[10] PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(B).

Indeed, the DEIR essentially admits defeat on the issue of construction noise impacts, while making no provision in its mitigation measures for other commonly-deployed construction noise mitigation strategies such as:

1) Constructing temporary noise barriers along the perimeter of the site in all areas of the property abutting sensitive residential receptors
2) Routing heavily loaded trucks and truck traffic away from residential streets and areas;
3) Implementing noise-deadening measures for truck loading and operations;
4) Siting construction equipment on the Project site as far away from sensitive receptors as possible;
5) Construction of walled enclosures around especially noisy construction activities and/or clusters or noisy equipment.
6) Combining the performance of noisy operations so they occur in the time period to reduce the duration of substantial construction noise;
7) Avoiding impact pile driving wherever possible in construction; or
8) Minimizing use of generators to power equipment.

04-12 Cont.

The foregoing measures are reasonable, feasible, and cost effective. WSRCC urges the City apply more concerted thought toward the construction noise mitigation measures being deployed for the Project, and supplement those measures accordingly in an effort to adequately reduce, to the fullest extent possible, what will otherwise amount to substantial noise impacts from the Project in the surrounding community. Absent inclusion of such analysis regarding additional noise reducing measures and their feasibility, the DEIR will remain legally deficient in violation of CEQA.

2. <u>The DEIR Fails to Properly Mitigate the Project's Air Quality Impacts</u>.

In response to noting potentially significant impacts to air quality, the DEIR proposes mitigation measure MM-AQ-1. Under that measure, the Project is to utilize off-road diesel-powered construction equipment that meets or exceeds CARB and EPA Tier 4 Final off-road emissions standards or equivalent for any equipment rated at 50 hp or greater during construction, with the troubling caveat that such equipment will be used only "where available in the Los Angeles region." (See DEIR at 4.2-40.)

04-13

No indication whatsoever is provided as to the equipment and technology that would be deployed in the construction process if the construction equipment specified is not

"available in the Los Angeles region" during Project construction. As a result of deficiency, the mitigation measure as a whole is vague, toothless, incomplete, and inadequate. The measure must be revised to either specify that the construction equipment meeting or exceeding CARB and EPA Tier 4 standards ***will*** be used on the Project, without qualification, or the DEIR must be revised to set forth the other forms of equipment that would be used in the event that the equipment specified in MM-AQ-1 is not available, and further a detailed analysis of that alternate equipment's environmental impacts must be presented. Absent revision to this effect, the current Air Quality mitigation measure will remain patently deficient and the certification of the DEIR in its current form would violate CEQA.

04-13 Cont.

3. <u>The DEIR's Biological Resources Mitigation Measures are Inconsistent and therefore Insufficient</u>.

In its assessment of the Project's biological resources impacts, among various categories of potentially significant impacts noted by the DEIR, the DEIR identified impacts in the categories of substantial adverse effects on riparian habitats/other sensitive natural communities (BIO-2), and substantial adverse effects on state or federally protected wetlands (BIO-3). (See DEIR at 4.3-20.) Both categories of impacts arise out of the same general area of Project site, namely, the South Fork of the Santa Clara River and associated flood channel.

Despite the fact that these two different impact categories implicate the same communities of biological resources, the DEIR has crafted two separate mitigation measures that are in conflict with one another. For the Project's adverse impacts to riparian habitat, the DEIR has developed a mitigation measure for sensitive plant communities, MM-BIO-4, which calls for, among other things a 1:1 ratio of habitat restoration for any destruction of sensitive plants in riparian areas. (DEIR at 4.3-26.) Meanwhile, for the project's adverse impacts on state/federally protected wetlands (which incorporates the streambed of the Santa Clara River and the surrounding plant communities), the DEIR puts forth its mitigation measure for jurisdictional aquatic resources, MM-BIO-5, which calls for a 2:1 ratio for wetlands habitat restoration. (DEIR at 4.3-27.)

04-14

WSRCC submits that, in order for the DEIR's mitigation measures on these issues to be consistent and proper, MM-BIO-4 must be revised to set forth the identical 2:1 habitat restoration ratio for the Project's sensitive plant communities to that of the 2:1 wetlands habitat restoration ratio set forth in MM-BIO-5. Barring such revision to

provide this consistency and added protection for the Project site's sensitive plant communities, MM-BIO-4 will remain a facially deficient mitigation measure, rendering the DEIR in violation of CEQA.

04-14 Cont.

4. The Project is Inconsistent with the City's General Plan in Several Respects.

The City's General Plan sets forth a wide array of policies and objectives for the development, use, and management of the lands located within the city limits. While the DEIR determines that the Project, with the incorporation of the proposed mitigation measures, is consistent with the City's General Plan, that determination is demonstrably flawed and inaccurate. Indeed, as set forth below, in several instances the Project's impacts are clearly in conflict with the goals, objectives, and policies of City's General Plan, irrespective of the mitigation measures being deployed by the DEIR. In this regard, the DEIR fails to properly analyze the Project's intended uses and impacts relative to the City's General Plan, such that the Project is in unmitigated conflict with the General Plan, and thus, the DEIR is legally deficient and cannot be certified.

04-15

i. The Project Potentially Conflicts with the General Plan's Goal LU 3

In reaching the conclusion that the Project is partially consistent with General Plan Goal LU 3 (healthy and safe neighborhoods for all residents), the DEIR relies, in part, upon the claimed adequacy of MM-AQ-1 as a means of dispelling concerns over the Project's impacts to air quality. (DEIR at 4.10-23-24.) However, for the reasons already set forth above, MM-AQ-1 in its current form is deficient and flawed, in that it fails to provide sufficient safeguards to protect against the Project's impacts to air quality. As such, the DEIR cannot permissibly rely upon its superficial analysis that the Project is in alignment with the General Plan's goal of providing "healthy…neighborhoods" for the City's residents. Absent the DEIR being revised to rectify the current deficiencies in MM-AQ-1, the DEIR's determination of the Project's consistency with General Plan Goal LU 3 lacks the necessary support.

04-16

ii. The Project Conflicts with the General Plan's Objective LU 6.1

General Plan Objective LU 6.1 provides for maintaining the natural beauty of the Santa Clarita Valley's hillsides, ridgelines, canyons, oak woodlands, rivers, and streams. In concluding that the Project is partially consistent with Objective LU 6.1, the DEIR claims that the Project's planned removal of oak trees will necessarily be permitted by

04-17

the City and the impacts to the Project Site's federally protected waters (the South Fork of the Santa Clara River) and the adjacent riparian and woodland areas will be adequately mitigated by MM-BIO-5. (DEIR at 4.10-35.) This position in the DEIR ignores the direct verbiage of General Plan Objective LU 6.1. Indeed, Objective LU 6.1 uses the term "maintain" in reference to oak woodlands, rivers and streams. Meanwhile, the Project contemplates removing 4 oak trees and removing 19 more, while also impacting the plant communities in the riparian zone of the Santa Clara River. These destructive impacts cannot qualify as "maintaining" the existing character and nature beauty of the Santa Clarita Valley, even when the applicable proposed mitigation measures are taken into account. Accordingly, the Project is in direct conflict with Objective LU 6.1 and the DEIR fails to set forth adequate analysis of the Project's consistency with the General Plan in this regard.

04-17 Cont.

iii. The Project Conflicts with the General Plan's Policy LU 7.3.5

General Plan Policy LU 7.3.5 provides for limiting development within flood-prone areas to minimize downstream impacts. (DEIR at 4.10-40-41.) As discussed above, the Project proposes development along and adjacent to the South Fork of the Santa Clara River and its associated flood channel. Notwithstanding that the Project is located in a designated Special Flood Hazard Area ("SFHA"), the DEIR incomprehensibly finds that the Project is partially consistent with Policy LU 7.3.5, based largely on the inclusion of mitigation measure MM-HYD-1, which it claims would result in decreased flood risk and removal of the SFHA designation for the site. This conclusion in the DEIR ignores the core intention of Policy LU 7.3.5, which is to limit development in flood-prone areas in the first instance. Given that the Project site is currently in an established SFHA, development in that area remains in direct conflict with the General Plan policy, irrespective of the Project's proposed site modifications and mitigation measures aimed at minimizing flooding risk. To that end, the Project is more properly characterized as "in conflict" or "inconsistent" with this General Plan Policy. The DEIR's analysis in this regard is misplaced.

04-18

iv. The Project Conflicts with the General Plan's Objective LU 7.6

General Plan Policy LU 7.3.5 provides for the protection of natural habitats through site design where reasonable and feasible. (DEIR at 4.10-41.) The EIR cites MM-BIO-1 thru MM-BIO-5 for the proposition that the Project will reduce impacts to natural habitats. However, the biological resources mitigation measures do not guarantee the protection of natural habitats in the Project Site area, and while the

04-19

Project plans do set aside zones at the site for development open space, the DEIR makes no mention of specific site design features that will be deployed to protect the natural habitats implicated by the Project. Indeed, the Project's proposed biological resources mitigation measures contemplate concepts of offset and fee payment in order to compensate for the natural habitats that will otherwise be destroyed by the Project. These measures do not correspond to habitat protection through site design, and the Project as proposed is therefore once again inconsistent and in conflict with the objectives of the General Plan. The Project could be designed in such a way that the preservation of existing natural habitat was integral to the project concept. Instead, however, the Project clears out and/or encroaches upon the elements of natural habitat at the project site in order to increase the size and scope of the overall development.

04-19 Cont.

v. The Project Conflicts with the General Plan's Goal N 1

General Plan Goal N 1 provides for maintaining a healthy safe noise environment for Santa Clarita Valley residents, employees, and visitors. (DEIR at 43.10-51-52.) The DEIR finds that, during construction, the Project's temporary construction noise levels would exceed exterior daytime noise standards at nearby sensitive receptors. While the DEIR cites the proposed noise mitigation measures and Municipal Code compliance as a basis for reduced noise impacts, it also claims unequivocally that noise levels at the Project will be significant and unavoidable. This determination regarding the impacts of the Project's construction noise is entirely incongruous with the conclusion that the Project is partially consistent with the City's General Plan Goal N 1. In that regard, the DEIR's analysis is demonstrably flawed, and the Project sits in clear conflict with the City's General Plan in this regard.

04-20

vi. The Project Conflicts with the General Plan's Goal CO 3

Finally, General Plan Goal CO 3 provides for conservation of biological resources and ecosystems, including sensitive habitats and species. (DEIR at 4.10.53.) As already indicated above, and acknowledged by the EIR itself, the Project presents myriad potential impacts to special status wildlife species, sensitive plant communities, and state/federally protected waters. Meanwhile, the mitigation measures aimed at reducing these impacts do not provide adequate assurance that the Project will ultimately operate to have an impact of conserving biological resources and ecosystems. Rather the project merely attempts to offset its planned interference with, and destruction of, biological resources and ecosystems. Accordingly, the

04-21

Project cannot be credibly said to be sufficiently consistent with Goal CO 3, and the EIR's analysis on this issue is once again deficient and inaccurate. 04-21 Cont.

IV. CONCLUSION

Western Carpenters requests that the City revise and recirculate the Project's DEIR to address the aforementioned concerns. Absent doing so, any certification of the DEIR for this Project would violate CEQA. If the City has any questions or concerns regarding the foregoing, please do not hesitate to contact this office. 04-22

Sincerely,

Jeremy H. Herwitt
Attorneys for Western States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
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Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

04-23

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

O4-23 Cont.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

04-23 Cont.

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

O4-23 Cont.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

04-23 Cont.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

04-23 Cont.

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

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Cont.

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

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Cont.

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

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Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

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Cont.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

04-23 Cont.

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

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9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

O4-23 Cont.

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

O4-23 Cont.

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

04-23 Cont.

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

04-23 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

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3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

04-23 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

04-23 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

04-23 Cont.

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

O4-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

04-23 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

04-23 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

O4-23 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

O4-23 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

O4-23 Cont.

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

04-23 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

04-23 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

04-23 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

04-23 Cont.

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

04-23 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

04-23 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

O4-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

04-23 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

O4-23 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

04-23 Cont.

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

O4-23 Cont.

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

O4-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

O4-23
Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

O4-23 Cont.

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

O4-23
Cont.

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

O4-23 Cont.

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

O4-23
Cont.

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

O4-23
Cont.

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

O4-23 Cont.

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

O4-23
Cont.

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O4-23
Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

O4-23 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O4-23
Cont.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

O4-23 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

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

O4-23 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

O4-23 Cont.

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

04-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O4-23
Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

O4-23
Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

04-23 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

04-23 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

04-23 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

04-23 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

04-23 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

04-23 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

04-23 Cont.

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O4-23 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

O4-23 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O4-23 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

04-23 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

04-23 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

04-23 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

04-23 Cont.

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

04-23 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

O4-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

04-23 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

04-23 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

04-23 Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

04-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

O4-23
Cont.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

04-23 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

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

04-23 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

O4-23 Cont.

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

O4-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

04-23 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

04-23 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

04-23 Cont.

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

04-23 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

04-23 Cont.

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

04-23 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

O4-23 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

O4-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

O4-23 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O4-23 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

04-23 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

04-23 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

04-23 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

04-23 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

O4-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

04-23 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

04-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

04-23 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

04-23 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

04-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

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tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

O4-23 Cont.

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

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9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

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

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

O4-23
Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

04-23 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

04-23 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

04-23 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

04-23 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

04-23 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

04-23 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

O4-23 Cont.

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

04-23 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

O4-23 Cont.

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

O4-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

04-23 Cont.

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

04-23 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

04-23 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

04-23 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

04-23 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

O4-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

04-23 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

04-23 Cont.

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

O4-23 Cont.

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

04-23 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

O4-23 Cont.

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

O4-23
Cont.

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

O4-23 Cont.

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

04-23 Cont.

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

O4-23
Cont.

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

O4-23 Cont.

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

04-23 Cont.

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O4-23
Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

04-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

O4-23
Cont.

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

O4-23 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

04-23 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

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

O4-23 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

04-23 Cont.

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

O4-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O4-23 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

04-23 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

04-23 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

04-23 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

04-23 Cont.

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

04-23 Cont.

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O4-23 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O4-23 Cont.

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O4-23 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

04-23 Cont.

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

04-23 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

04-23 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

04-23 Cont.

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

04-23 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

04-23 Cont.

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

04-23 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

04-23 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O4-23
Cont.

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

04-23 Cont.

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

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Cont.

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

O4-23 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

04-23 Cont.

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

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

04-23 Cont.

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

O4-23 Cont.

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

O4-23 Cont.

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

O4-23 Cont.

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

04-23 Cont.

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

04-23 Cont.

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

04-23 Cont.

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

04-23 Cont.

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

04-23 Cont.

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

04-23 Cont.

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

04-23 Cont.

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

O4-23 Cont.

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O4-23 Cont.

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

O4-23 Cont.

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

04-23 Cont.

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

04-23 Cont.

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

04-23 Cont.

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

04-23 Cont.

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

04-23 Cont.

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

04-23 Cont.

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

04-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

O4-23 Cont.

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

04-23 Cont.

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

O4-23 Cont.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

04-23 Cont.

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

04-23 Cont.

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

O4-23
Cont.

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

O4-23
Cont.

04-23
Cont.

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

04-23 Cont.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

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Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

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Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

04-23 Cont.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

04-23 Cont.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

04-23 Cont.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

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U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

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In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

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In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

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EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

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Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

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- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

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At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

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Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

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Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

04-23 Cont.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

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Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

04-23 Cont.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

04-123
Cont.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

FW: MC20-238 - Wiley Canyon Mixed-Use Project - Notice of Public Hearing

Erika Iverson <EIVERSON@santa-clarita.com>

Mon 3/4/2024 8:14 AM

To:Nicole Cobleigh <ncobleigh@dudek.com>;Brandon Whalen-Castellanos <bwhalencastellanos@dudek.com>

Good Morning,

Please see the below comment on the DEIR. Let's pick up this correction that should be made in the FEIR.

From: Julie Benson <julie.benson.krumrine@gmail.com>
Sent: Monday, March 4, 2024 7:47 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Re: MC20-238 - Wiley Canyon Mixed-Use Project - Notice of Public Hearing

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Good morning Erika,

I have started to read the EIR for the Wiley project, and wanted to bring what I think is an error to your attention.

In the Executive Summary under 1.5 Areas of Known Controversy, both the Land Use and Planning and Transportation bullets reference the developer's Sand Canyon Project instead of the Wiley project.

I1-1

If this is not an error, my apologies.

Best regards,

Julie Krumrine

On Tue, Feb 27, 2024 at 5:44 PM Erika Iverson <EIVERSON@santa-clarita.com> wrote:

> Hello:
> You are receiving this email because you have indicated that you would like to receive notifications on the Wiley Canyon Mixed-Use Project, Master Case 20-238.
> The City of Santa Clarita Planning Commission will conduct the first public hearing on this matter on the following date, during which the project will be introduced and described:
>
> DATE: Tuesday, March 19, 2024
> TIME: At or after 6:00 p.m.
> LOCATION: City Hall, Council Chambers
> 23920 Valencia Blvd., First Floor
> Santa Clarita, CA 91355

Please see the attached public notice for more information.

Thank you,

Erika Iverson
Senior Planner
Planning Division
City of Santa Clarita

Phone: (661) 255-4962
Email: eiverson@santa-clarita.com

City of SANTA CLARITA

From: Erika Iverson <EIVERSON@santa-clarita.com>
Sent: Monday, March 25, 2024 10:17 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: DEIR Comments Wiley Project and Circulation Element

Please see the below comments on the DEIR for Wiley

From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Sunday, March 24, 2024 6:09 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; City Council <CityCouncil@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>
Subject: DEIR Comments Wiley Project and Circulation Element

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The Wiley Project DEIR Comments to be documented
Hello to all the referenced;
City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

RE: The Wiley Project to be noticed in the DEIR Comments

It is important to consider the potential impacts and implications of modifying the General Plan Circulation Element in relation to the proposed project and the overall traffic network.

By removing Wiley Canyon Road as a Secondary Highway and downgrading it to a different designation, it would be necessary to conduct a reanalysis of the Circulation Element network based on current traffic conditions and projections.

This reanalysis should consider the existing environment and traffic projections, considering both City and County conditions, known projects, and anticipated projects.

The area-wide traffic model should be upgraded to reflect today's traffic conditions and calibrated accordingly. I2-1

Only after conducting a General Plan level analysis for area-wide impacts can the project-specific traffic impacts from the development of the Smizer site be accurately assessed.

The removal of Circulation Element secondary highways along the Wiley Canyon Road and Calgrove Boulevard corridors is a matter of concern for residents, particularly due to the historical controversy surrounding the impacts of a Calgrove Boulevard through-traffic closure.

The long-term impacts to Wiley Canyon, Lyons Avenue, and McBean Parkway, which were addressed and studied as part of the City's first Circulation Element and subsequent amendment in the 1990s, need to be taken into consideration.

Considering that Wiley Canyon Road is currently designated as a Secondary Highway with a capacity of four lanes estimated to handle 36,000 trips on the network at LOS E, it is essential to assess how the area-wide trips will be

accommodated and redistributed on the citywide network if both Wiley Canyon and Calgrove Boulevard are not developed as envisioned and required by the City's General Plan Circulation Element.

I2-1 Cont.

Additionally, it is crucial to evaluate how the traffic generated by the proposed project will contribute to the impacts anticipated from the removal of Wiley Canyon as a Secondary Highway.

Regards

Annette Lucas
24618 Fourl Road
Newhall, CA 91321

661-904-5208

From: Erika Iverson
Sent: Tuesday, April 9, 2024 12:11 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Mixed Use Project Master Case 20-238. My comments apply to both the DEIR and Project Design
Attachments: thumbnail.jpeg

DEIR comments for the record

From: Stephanie Correnti, RD <rdami@pacbell.net>
Sent: Monday, April 1, 2024 1:32 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Ian Pari <IPARI@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Jason Gibbs <JGIBBS@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Laurene Weste <LWESTE@santa-clarita.com>
Subject: Wiley Canyon Mixed Use Project Master Case 20-238. My comments apply to both the DEIR and Project Design

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

To: Erika Iverson
City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

RE: The Wiley Project Master Case 20-238

Ms Iverson,

Before I begin, please note that my comments apply to both the DEIR and the Project Design.

This project is inconsistent with Table C-2 (of the 2011 Circulation Element in the General Plan) which identifies Wiley Canyon Road as a four lane secondary highway and Table C-3 states that Wiley Canyon Road will be improved from two lanes to four lanes.

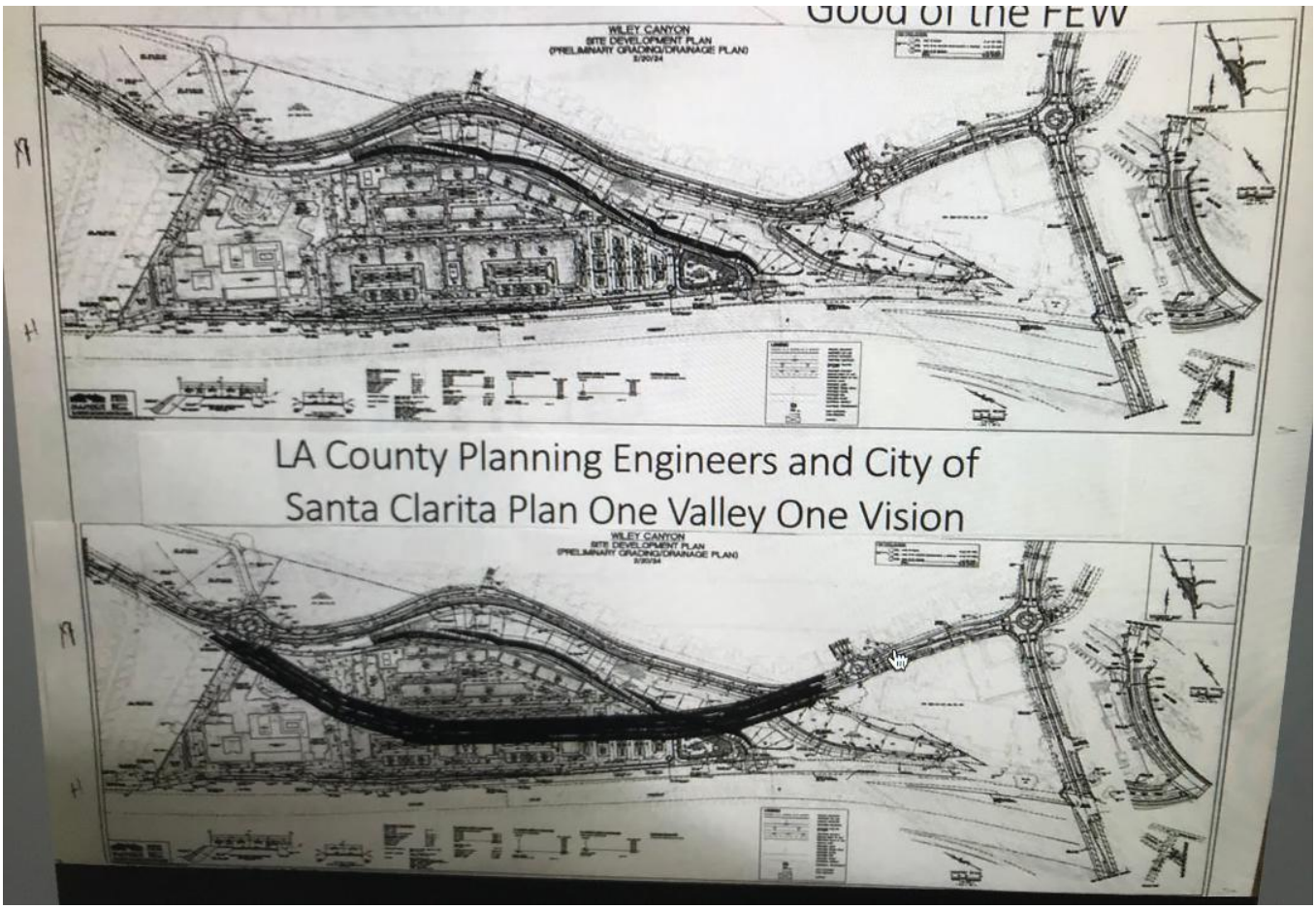
I3-1

I have included a picture of a map of LA County Planning Engineers and City of Santa Clarita Plan One Valley One Vision which shows specifically where the 4 lanes would be.

It is my understanding that this revision of Wiley Canyon Road was to be done before any building was to be done on the Smizer site.

Please explain why this over-site was not brought up at the March 19th 2024 Planning Commission Meeting.

Respectfully submitted
Stephanie Correnti
25824 Nashua Way
Valencia, CA 91355


WILEY CANYON
SITE DEVELOPMENT PLAN
(PRELIMINARY GRADING/DRAINAGE PLAN)
LA County Planning Engineers and City of
Santa Clarita Plan One Valley One Vision
WILEY CANYON
SITE DEVELOPMENT PLAN
(PRELIMINARY GRADING/DRAINAGE PLAN)

I3-2

From: Erika Iverson
Sent: Tuesday, April 9, 2024 12:15 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: DRAFT EIR FOR WILEY CANYON PROJECT 13983

DEIR comments

From: Lindi Busenbark <lindibusenbark@yahoo.com>
Sent: Monday, April 1, 2024 7:45 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Subject: DRAFT EIR FOR WILEY CANYON PROJECT 13983

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Hello to all the referenced;

City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

My Wiley Canyon Project comments are below and I wish them to be answered in the DEIR;

A simulation needs to be performed on the timing of emergency evacuation with all neighborhoods including Oakridge Estates, The Oaks, Hidden Valley, Rancho LaSalle, Kelton Estates, the Mulberry mobile home park, Wiley Canyon Elementary school, and residents between east of Calgrove to Lyons. I4-1

I believe the assumption of the emergency access is inadequate. A simulation of the emergency access and vehicles that will travel to Wiley or Hawkbryn in an emergency situation needs to be performed.

How will you protect the children at Wiley Canyon Elementary against the dirt excavation dust? I4-2

There should be a Condition of Approval that excavation cannot be done while school is in session (No construction activities August - June). Concern over both fugitive dust from site construction, plus ongoing freeway construction (cumulative air pollution effects could lead to lifelong asthma and other disease). Also, cumulative long-term and temporary

noise impacts upon the mobile home park and Wiley Canyon Elementary need to be studied--the DEIR ignores these. I4-2 Cont.

A new study needs to be done on each season that the excavation will be done. That is not in the DEIR. I4-3

Regards
Lindi Busenbark

From: Erika Iverson
Sent: Tuesday, April 9, 2024 12:17 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Project Comments to be considered in all meetings and discussion

---

DEIR Comments

Begin forwarded message:

From: Annette Lucas <calgrovecorridor@aol.com>
Date: April 2, 2024 at 12:11:17 PM PDT
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>, Jason Crawford <JCRAWFORD@santa-clarita.com>, Ian Pari <IPARI@santa-clarita.com>, "Rachel A. Clark" <RACLARK@santa-clarita.com>, Laurene Weste <LWESTE@santa-clarita.com>, Marsha McLean <MMCLEAN@santa-clarita.com>, csmyth@santaclarita.com, Bill Miranda <BMIRANDA@santa-clarita.com>, Gibbs@santa-clarita.com
Subject: Wiley Project Comments to be considered in all meetings and discussion

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This Email is to be considered in any discussion and history of the Wiley Project with Planning and any other meetings on the Wiley project.

Ericka Iverson, Sr. Planner

Mr. Smiser became aware of county and city stipulations that were put upon him when he wanted to develop his land commonly known as Smiser Property.

To develop his property, the county required that Mr. Smiser build a 4-lane Wiley Canyon through his property, bypassing the stretch of Wiley Canyon that runs adjacent to the stream. Mr. Tom Clark should not be treated any differently.

Plans for the 4-lane Wiley Canyon road would bisect the existing (commonly known as Smiser property).

There is already city acquired land taken from the Mulberry Mobile Home Park and it has been developed so it would connect to the

I5-1

Smiser property , the current Athletic Club curbing is already in place for the planned four lane connector and the other side of Wiley, Calgrove already has curbing and sidewalks to connect the four lane Wiley Canyon.

The connector would serve to ease traffic in the local area and satisfy the ongoing and projected traffic concern as Santa Clarita grows in population and traffic.

Since this was a stipulation that discouraged development by Mr. Smiser, how is it that this new plan, by Mr. Tom Clark, no longer has this as a mandatory requirement?

Why were the other two businesses on Wiley and Calgrove Blvd required to build connectors, curbs, and sidewalks if they were never going to be connected?

The current plan does not improve the current traffic flow or the projected need to sustain the 30-year plan required to eliminate congestion across the Santa Clarita Valley.

The current plan does not offer any traffic relief, just more traffic as Wiley is connected to the cross-valley connector.

The City Vacated a portion of Valley and Calgrove so the General Plan of four lanes is even more important to be built as the four lanes as it is proposed

I5-1
Cont.

What the current plan does do is: Allow Tom, Clark, the proposed developer to have a more buildable piece of land without the consideration for traffic that Mr. Smiser was required.

The current plan is a total compromise in favor of any developer at the long-term expense of the community.

The City Vacated a portion of Valley and Calgrove so it is only fair that Wiley is built as the four lanes as it is proposed.

If you build now without the requirement of the four lanes it cannot be undone, think about the future of Santa Clarita and follow the law of the General Plan and One Valley One Vision with the County of Los Angeles.

How can the traffic manager say we will address the widening after the project has been built? Unless it is planned that in the future, they will take homes by eminent domain in an established neighborhood to satisfy the current developer neglecting the General Plan?

If you require follow-up documents I can provide them.

I5-1
Cont.

Annette Lucas
24618 Fourl Road
Newhall, Ca 91321
661-904-5208

From: Lu <lu.madar87@yahoo.com>
Sent: Wednesday, April 3, 2024 5:13 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Fw: Proposed development @Wiley Cyn./ I-5 -- P.S.

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Ms. Iverson,

Wow 2 years have passed since my previous communications and no progress on behalf of the concerned citizens,
as far as I know. The neighborhood groups has raised many immediate concerns about safety.

I'm in Stevenson Ranch which is further but share concerns about traffic merging onto the already grid-locked I-5
especially @ the I-14. This is a major reason educated young people don't want to live here and people move
after educating young children. The vaunted schools which are a draw can't handle all the extra people,
nor can the already over-whelmed one hospital, Henry Mayo

Also my neighborhood will be immediately impacted by the cut-through from the new Five Points to top of Pico,
down through Southern Oaks which is NOT equipped for all that additional traffic, nor is our whole neighborhood!

Then the Newhall Ranch traffic to come...

The City of SC needs to stop approving so much development!

I6-1

----- Forwarded Message -----
From: Lu <lu.madar87@yahoo.com>
To: eiverson@santa-clarita.com <eiverson@santa-clarita.com>
Sent: Sunday, April 24, 2022 at 04:29:26 PM PDT
Subject: Fw: Proposed development @Wiley Cyn./ I-5 -- P.S.

I would like to add the following specific question:

I6-2

WHY is a provisional waiver being granted for what is about 50% more density than zoning allows on this already dangerous plot?
This is a big question on Next Door among many. I support the concerns of Calgrove Corridor citizen group.

NOTE the last part: "Minor Use Permit for commercial floor area ratio that does not meet the minimum required for the zone." Minor Use Permit approval is generally required for projects that can cause neighborhood concerns, so kicked upto to Planning Commission review: question why is this waiver being granted?
(edited)

Smiser Special Designation says nothing about minor use permit. It says 830,000 on 38 acres. The developer wants 675,000 square ft on 18.8 acres.

they shouldn't be allowed more than 415,000 sq. feet on their 18.8 acres per that formula, they're wanting 50% more density.

----- Forwarded Message -----
From: Lu <lu.madar87@yahoo.com>
To: eiverson@santa-clarita.com <eiverson@santa-clarita.com>
Sent: Tuesday, April 12, 2022, 08:24:13 AM PDT
Subject: Proposed development @Wiley Cyn./ I-5

I6-2
Cont.

Ms. Iverson:

I am very concerned about the size and scale of this development, with between 400-600 residential units and approx. 10,000+++ sq. ft.
commercial, as a homeowner in Stevenson Ranch just N. of there, who shops and does my business in the City of Santa Clarita and
needs to access L. A. City to the south in already incredibly/ dangerously congested situations.

This project adds thousands of people and cars to an area that seems smaller than a football field, at access point to the freeway.

Already I have to avoid driving on the freeway south into "the city" of L.A. in the mornings during the ever-longer rush hour, have to
decline appointments or be stuck in traffic sometimes for hours if there's even a minor fender-bender, at BEST the drive is a crawl.
I feel trapped in the SCV. In case of fire we are locked in and can be burnt alive like the communities in N. CA last year!

Santa Clarita has already added Five Points Valencia, which cuts through my neighborhood and has destroyed many acres of
"open land," added tremendously to the water shortage we have, we have frequent power outages, high fire danger risks, there
has been insufficient attention paid to the overall impact of so many projects and cars/ utility needs at once adding to stress.

The City seems to ignore residents/ homeowners of the Unincorporated L A County Areas because we are unrepresented by
any city or municipal entity, and sadly Supervisor Barger is outnumbered 4:1 on the BOS by members who don't care what
burdens they impose on SCV, they're e.g. insisting on using Camps Scott/Scudder for their most dangerous youth inmates,
regardless of strong local opposition. I don't see the City of SC standing up for the residents in Saugus.

There seems to be literally nothing that isn't being forced onto SCV residents - we're at a tipping point where people are fed up
and SM sites like Next Door reflect this, people are leaving SCV as it's becoming an over-congested dumping ground for
problems and over-development. I moved her from LA City 6 years ago to escape those problems but SCV is now as bad.

I6-2
Cont.

Sincerely,

Judith Cantor

From: Erika Iverson
Sent: Tuesday, April 9, 2024 12:29 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Project

These comments are not specific to the DEIR.

From: DEBRA POITEVINT <dpoitevint4@sbcglobal.net>
Sent: Wednesday, April 3, 2024 11:42 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Annette Lucas <calgrovecorridor@aol.com>
Subject: Wiley Project

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

To The City of Santa Clarita Wiley Cyn Project:

I have been a resident of the Santa Clarita City for 40 years. I have seen massive growth. Some of the growth has been, in my opinion, poorly planned. Now the city is planning to build a huge complex on Wiley Cyn and Calgrove. At the present time that area is over run with traffic from the cities current population. The current TWO lane portion of Wiley cannot accommodate the amount of traffic flowing now. The city plans to add an additional 656 plus senior and Apartment units and how many people? Who on earth is making these plans? It does not take a ROCKET Scientist to know that is not going to work. Really? Has anyone, at present time, counted the amount of cars, trucks etc that travel on that road daily? If they did then who ever is making these decisions would know it will not work. At present time the traffic flow is heavy, cars are speeding and passing cars. It is dangerous. Is the city more concerned about money or lives? Safety should be the number one concern. Think about it before it is too late. Who is making these plans and who will benefit from them? Who's pockets are going to get bigger? How many lives will be compromised by poor planning? I cannot say enough about how the city planners would rather save money than lives. Do the right thing rethink the planning. Downsize the project, widen the road and keep Santa Clarita safe. If the plan goes through make Wiley fours lanes, think safety first. I7-1

Appreciated,

Debra Poitevint, RN,

From: Erika Iverson
Sent: Tuesday, April 9, 2024 3:35 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW:
Attachments: NewHospitalSantaClaritaCityCouncilPlanningCommission.docx

---

From: Julie Miller <juliemmiller12@gmail.com>
Sent: Friday, April 5, 2024 11:27 AM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>
Subject:

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New Hospital

Please read and review the attached letter that I have written regarding brining a new medical facility/hospital to the Santa Clarita Valley.

I8-1

Your comments are welcomed and I look forward to speaking with all of you soon on this issue.

Sincerely,

Julie Miller

24707 Magic Mountain Pkwy., Apt 2521
Valencia CA 91355
818-370-3832

April 3, 2024

Dear City of Santa Clarita Council and Planning Commission Members,

I am writing to you both as a concerned member of this community and as a medical professional who has worked in this valley for over 2 decades. When I first moved to Santa Clarita from Clearwater, Florida some 24 years ago, we had roughly 150,000 residents living in the valley. Today, in 2024, we have double that number of residents. This doesn't consider the thousands of people who work in this valley on any given day. They traverse our streets, utilize our businesses and bring in a significant amount of tax revenue for the city just as those who live here do. Many changes in the 24 years that I have been here have occurred. Significant housing tracts have been built along with significant commercial business parks. However, the one thing that has not occurred in all that time is the addition of another hospital in this valley. In 2003 it was time for another facility to be built as Henry Mayo Newhall Memorial was not able to handle the number of patients that they were seeing daily coming through their emergency room and being admitted to the hospital. By the time that the expansion was approved, and construction began, the hospital was still too small for the population it is serving. The introduction of the Wiley Project will only lead to increasing the population and compounding this issue further

I8-2

I am acutely aware of the complexity of and the laborious process it would take to begin construction of another hospital in this valley, however I believe that the longer we put off this plan it will be to the further detriment of the citizens of the Santa Clarita Valley. I would like to suggest that each member of not only the city council, but the planning commission as well contact both the Los Angeles County Fire Department and American Medical Response and schedule time to spend with members of each station from both agencies to hear their concerns and what they see on a daily basis and what they encounter due to Henry Mayo being the only facility in this valley. If possible, schedule a ride along with both the fire department and AMR to truly see what they do and

I8-3

encounter. Also, contact Henry Mayo itself and ask to spend time in the emergency department and observe both the waiting room and the treatment areas. There are days when wait times are more than 10hrs for patients to be seen. On occasion it has been even longer. There are days that are so busy the hospital is put on divert, meaning that any incoming ambulances and paramedic squads are diverted to other facilities like Providence Holy Cross in Mission Hills, Olive View-UCLA Medical Center in Sylmar and Northridge Hospital Medical Center in Northridge because Henry Mayo simply cannot handle the influx of patients that they have. Every ambulance and paramedic squad that has to leave this valley because of divert means one less ambulance and paramedic squad to respond to any emergencies we have in the valley.

I8-3 Cont.

I also ask that the city council and the planning commission work together and slow down the building of housing tracs and business parks until we do get a new hospital approved and ground broken. Putting more homes and businesses in the valley only puts more pressure on Henry Mayo Hospital. It is not a question of IF but WHEN we have another earthquake in Southern California. In fact today in my home state of New Jersey, they had a 4.8 magnitude earthquake. Both the Northridge earthquake and the Sylmar earthquakes were close enough to this valley to cause major disruptions when they occurred. Many people remember what happened during the Northridge earthquake to the Kaiser Permanente hospital. Currently in Los Angeles County we have **91** 9-1-1 receiving hospitals and **28** non-9-1-1 receiving hospitals. During the Northridge earthquake in 1994, 7% of those **91** 9-1-1 receiving hospitals had to be evacuated (4 fully and 2 partially). All six citied non-structural damage such as water damage and loss of electrical power as the major reason for evacuation. Five hospitals evacuated the most seriously ill patients first and one hospital evacuated the healthiest patients first. One hospital evacuated patients after 3 days and the other after 14 days due to structural issues. BOTH hospitals required demolition. Even after a moderate earthquake, hospitals are at an immediate risk for both nonstructural damage which may cause evacuations of patients and the delayed discovery of structural damage that may result in permanent closure and demolition of the hospital. Can we afford to have Henry Mayo and patients there and the citizens of this valley lose the ONLY hospital that we have? I don't think so and I believe that many of you don't either. The time to act on this was at least 2 decades ago so we are well behind the proverbial 8 ball. We need to start to act on this issue first and foremost for the citizens of this valley and for the emergency personnel and first responders who service our citizens and for the doctors, nurses and hospital staff that work at Henry Mayo each day. I am not going to kid you either as a new hospital brings in more tax revenue as well as providing jobs for the citizens of the valley.

I8-4

We can no longer wait, and action must be taken by the city council and planning commission to begin to explore where a new hospital would best be located to serve the growing population here. We should also engage not only with our local assembly members and state senators but also with our board of supervisor's office, federal representatives and ultimately the office of the governor to get them all on board to this long overdue critical project. Then the next step would be to invite all of the major hospital groups in the Los Angeles County area such as Providence, UCLA, USC Keck, Kaiser and other interested groups in to begin the talks of building such a facility, how it would be outfitted and then to ultimately once an area is ascertained, to break ground and being the laborious process of building this facility. Each day we delay will only add to the increased costs financially building such a facility will ultimately cost but to delay this project is even more costly as ultimately it could cost lives if due to a natural disaster we were to lose our only hospital for the 300,000+ citizens who call the Santa Clarita Valley home.

I8-4
Cont.

I would welcome to have this discussion with any member of the city council or planning commission as well and may be reached at 818-370-3832 or via emal at juliemmiller12@gmail.com

Thank you for your time and I look forward to discussing this issue with you and hope that we can begin discussions on moving this most vital of projects forward without further delay.

Warm regards,

Julie Miller

From: Erika Iverson
Sent: Tuesday, April 9, 2024 3:22 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Mixed Use Project Master Case 20-238 re: Emergency Exit off Hawkbyrn. Please note that my comments apply to both the DEIR and the Project Design
Attachments: 1 Corner of Wabuska and Hawkbryn 4.docx; Panoramic View.docx

DEIR comments

From: Stephanie Correnti, RD <rdami@pacbell.net>
Sent: Saturday, April 6, 2024 1:52 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Jason Gibbs <JGIBBS@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>
Subject: Wiley Canyon Mixed Use Project Master Case 20-238 re: Emergency Exit off Hawkbyrn. Please note that my comments apply to both the DEIR and the Project Design

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April 6, 2024
Hello to all the referenced:
City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

RE: The Wiley Canyon Mixed Use Project Master Case 20-238 re: "Emergency Exit" off Hawkbyrn. Please note that my comments apply to both the DEIR and the Project Design.

After watching the March 19th, 2024 Planning Commissioner meeting, I saw that there was no specific mentioning of the "emergency exit" through the gate located off of Hawkbyrn that was proposed at one of the community meetings with the developer. Is this still part of the plan? If so, I have many concerns that I would like to address and be addressed by the developer.
1. How will this gate be opened in the case of an emergency? By key? By remote?
2. Who will be responsible opening this gate?
3. How would this person be contacted?
4. What if power goes out, how would the gate open if done remotely?
5. Would this "emergency exit" be for the seniors in the assisted living units to use in case of emergency or is this only for emergency vehicle use ie: fire trucks?
6. Would this "emergency exit" be for those residents of the memory care facility to use in case of emergency or is this only for emergency vehicle use ie: fire trucks??
7. How can you guarantee that other individuals would not use this "emergency exit" which might impede evacuation of the seniors or the ability of emergency vehicles to get in/out?

I9-1

8. In the DEIR under Wiley Canyon Project - Wildfire Evacuation Plan section 4.2 Potential for Project Evacuation Impact on Existing Conditions, you gave various "scenarios" for how long it would take to evacuate "existing land uses". How can you estimate how long it would take for a senior to evacuate especially a senior with memory issues? Were these projections based on the current 2 lanes on Wiley Canyon? The General Plan and OVOV have stated that a 4 lane road needs to be constructed first before any building is to be done on this property. By doing so this would allow for more cars to vacate more quickly during an emergency and perhaps defer the use of the the "emergency exit". I9-2

Lastly,
If Hawkbyrn is planned to be an "emergency exit", please note that there are multiple cars parked on both sides of Hawkbryn. One might presume this is residential overflow from the Mullbery Mobile home park. I have attached multiple pictures that I took this morning, April 6th 2024 at approximately 7:45 am, of vehicles parking on Hawkbryn all the way to Wasbuka and beyond. As you can see it's not just a few vehicles! I9-3

From what I can see, the DEIR does not address any provision for parking for the mobile home park cars. This raises the question of where these cars will park in the absence of designated parking areas.

Furthermore, if the option is to prohibit parking on these streets for emergency purposes, there is a concern about how these streets will be effectively secured without parking enforcement measures in place. I9-4

Considering the limited resources of the sheriff's department, it is doubtful that they have sufficient manpower to ensure that these roads remain open exclusively for emergency traffic. I9-5

Who then will be responsible for the clearance, the Developer?

Respectfully submitted,
Stephanie Correnti
25824 Nashua Way
Valencia, 91355



I9-6

#1 Corner of Wabuska and Hawkbryn 4/6/2024 approx. 7:45 am



#2 Looking down Hawkbryn towards Mulberry Mobile Park

I9-6
Cont.



#3

I9-6
Cont.



#4 No Dumping Sign

I9-6
Cont.



#5 Entrance of Smiser Property

I9-6
Cont.



Panoramic View
#1

I9-6
Cont.



#2

I9-6
Cont.



#3

I9-6
Cont.



#4

I9-6
Cont.



#5

I9-6
Cont.



#6

I9-6
Cont.



#7

I9-6
Cont.



#8

I9-6
Cont.



#9

Looking down Hawkbyrn from Mulberry Mobile park towards Wabuska

I9-6
Cont.



#1 Corner of Wabuska and Hawkbryn April 6, 2024 Approx. 7:45 am

I9-6
Cont.



#2 Looking down Hawkbryn towards Mulberry Mobile Park

I9-6
Cont.



#3

I9-6
Cont.

From: Erika Iverson
Sent: Tuesday, April 9, 2024 3:31 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Mixed Use Project Master Case 20-238 Addendum to my comment letter re: Emergency Exit off Hawkbryn. Please note that my comments apply to both the DEIR and the Project Design
Attachments: Video of Hawkbryn.docx

DEIR comments

From: Stephanie Correnti, RD <rdami@pacbell.net>
Sent: Saturday, April 6, 2024 6:01 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Jason Gibbs <JGIBBS@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>
Subject: Wiley Canyon Mixed Use Project Master Case 20-238 Addendum to my comment letter re: Emergency Exit off Hawkbryn. Please note that my comments apply to both the DEIR and the Project Design

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April 6, 2024

Hello to all the referenced:
City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department.

RE: The Wiley Canyon Mixed Use Project Case 20-238 re: Addendum to earlier comment post regarding an "emergency exit" off Hawkbryn. Please note that my comments apply to both the DEIR and the Project Design.

Please see the video that is attached that I took on April 6, 2024 of the vehicles parking on Hawkbyrn outside of the Mullberry Mobile home park. I hope this provides a better vantage point for understanding my concerns.
Please add this addendum to my comment letter sent earlier.

I10-1

Respectfully submitted
Stephanie Correnti
25824 Nashua Way
Valencia, 91355.



I10-1
Cont.

From: Erika Iverson
Sent: Monday, April 8, 2024 9:42 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Project DEIR

Comments on the DEIR

From: Carla Cervantes <crlsnchz28@gmail.com>
Sent: Monday, April 8, 2024 9:19 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Wiley Canyon Project DEIR

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Good morning Erika,
I would like to submit the comment below in regards to the Draft EIR for the Wiley Canyon Project (Appendix C-1: Biological Resources Report). Thank you.

Seven bat species are noted in Appendix C - Special Status Wildlife Species of the Biological Resources Report. Some of these species are noted as not having suitable habitat, while others are noted as not being observed during field surveys. It does not appear as though any nighttime surveys were conducted, therefore, these nocturnal species were not observed. There is no mention of California fish and Game Code 4150 in this report. Furthermore, the Biological Resources Report cannot determine impacts to bats if a bat emergence survey was not conducted. Former agricultural facilities, small accessory buildings, large trees, and sensitive plant communities identified in the report could provide suitable roosting and/or foraging habitat for bats and mitigation measures should be implemented to assure impacts to bats are less than significant. I11-1

Additionally, both least Bell's vireo and Crotch bumble bee are noted as having a moderate potential to occur. Yet focused surveys are only recommended for least Bell's vireo and not for Crotch bumble bee. There is little to no information in the report as to how the project will affect Crotch bumble bee considering it was assigned a moderate potential to occur and it is currently a California state candidate for listing as endangered. The California Department of Fish and Wildlife published guidelines in June 2023 titled *Survey Considerations for California Endangered Species Act [CESA] Candidate Bumble Bee Species*. It appears that focused surveys are warranted and that an individual approved by the California Department of Fish and Wildlife to survey for Crotch bumble bee should conduct a focused survey. I11-2

-Carla
(909) 678-1357

From: Erika Iverson
Sent: Tuesday, April 9, 2024 3:31 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Subject: Wiley Canyon Mixed Use Project Master Case 20-238

DEIR comments

From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Monday, April 8, 2024 3:05 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Jason Gibbs <JGIBBS@santa-clarita.com>; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>
Subject: Subject: Wiley Canyon Mixed Use Project Master Case 20-238

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Subject: Wiley Canyon Mixed Use Project

Master Case 20-238

Re: Henry Mayo Hospital

1.0 EXECUTIVE SUMMARY

City of Santa Clarita Henry Mayo Newhall Hospital Master Plan Second Amendment

November 2020 Draft Supplemental Impact Report

This Draft SEIR contains only the information necessary to make the Master Plan EIR and Addendum adequate for the Master Plan and Specific Plan, as revised, and/or address changes in circumstances.

1.1. Project Location

I12-1

The HMNH campus encompasses approximately 29.77 acres of land that is generally located north of the intersection of McBean Parkway and Orchard Village Road, east of Interstate 5 (I-5)

The HMNH proposes an amendment to its 2016 Specific Plan and a second amendment to its 2008 Master Plan and Development Agreement to permit the development of up to 200,000 square feet of building area for a new Diagnostic and Treatment (D&T) Building, a new Inpatient Building No. 2 (IP-2 Building), and clinical services, plus up to 292 new parking spaces to be added to Parking Structure No. 4 (PS-4) through the addition of three aboveground levels to the existing structure (Project).

The development of the D&T Building and IP-2 Building would be located on existing parking lots (Parking Lots D and I, as well as part of Lot H) bounded by the Main Hospital Building on the south, the new Inpatient Building No. 1(IP-1 Building) completed in 2019 on the west, the Nursing Pavilion on the north, and an internal access road on the east.

The existing underground parking structure/surface parking lot (PS-4), is located immediately to the north of the main entrance to the HMNH campus. In total, Lot D, Lot I, portion of Lot H, and PS-4, encompass the Project Site.

1.2. Proposed Project and Objectives

I12-1
Cont.

The HMNH Specific Plan and Master Plan, as amended, are intended to guide the long-term

buildout of an integrated, efficient, comprehensive health care facility to help serve the growing Santa Clarita Valley by achieving the following objectives

There would be no change in the maximum number of beds (i.e., 368 beds) permitted under the approved 2008 Master Plan.

• Help meet the health care needs of Santa Clarita Valley's existing population and planned future population growth.

• Implement a long-term plan for expansion of the existing HMNH campus that would help meet the expected growth in demand for health care services and allow the hospital to apply for State-required approvals.

The above references only go to the fact that Henry Mayo Newhall Memorial Hospital has 360 beds for the entire Santa Clarita Valley and cannot accommodate our growing valley with the current population of the 2024 count of 434,000.

Emergency wait times can be long with ambulances also being rerouted to other hospitals that have their population to serve.

The Wiley Canyon Project touts a large senior population that through no fault of their own can require more health care services which may not be readily available and emergency transportation restricted by a two-lane Wiley Canyon or through residential streets. I12-2

The DEIR does not adequately address the hospital care for our population needs. Research needs to be redone in the DEIR. I12-3

Annette Lucas

24618 Fourl Road

Newhall, CA 91321

661-904-5208

From: Erika Iverson
Sent: Tuesday, April 9, 2024 3:39 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Project Objections
Attachments: Wiley-Canyon-Project-Objections-4-06-2024.pdf

From: Pam Jenner <pam@makingmiracles.net>
Sent: Tuesday, April 9, 2024 2:56 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Cc: calgrovecorridor@aol.com; Pam Jenner <pam@makingmiracles.net>
Subject: Wiley Canyon Project Objections

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Hello,

My husband and I are against the Wiley Canyon project and how emergency provisions would be provided for this project. We live in the Kelton Estates that butt up against the 5 freeway and Hawkbryn. Please see the attached document for more information. I13-1

I am sending this to myself for confirmation that it is received.

Thank you, Pam Jenner

City of Santa Clarita
RE: Master Case # 20-238
April 6, 2024

Robert and Pamela Jenner
24444 Lisa Kelton Place
Newhall (Santa Clarita), CA 91321

To Whom it may concern on the City Council and Planning Commission

We wish to convey our objection to this project as it has been outlined in the documents dated March 19, 2024. I13-2

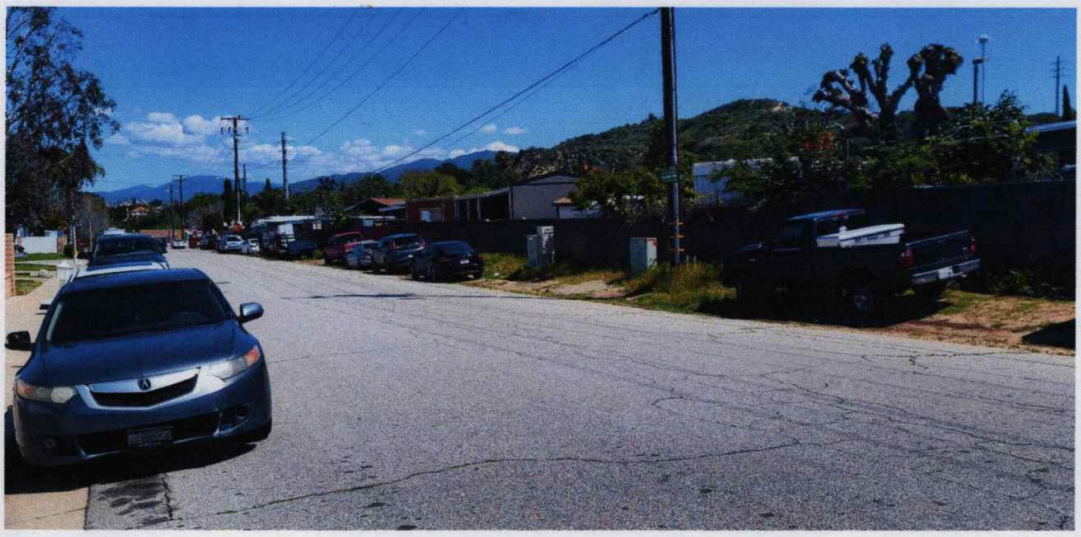
Our objections are as outlined below:

1. The installation of Three roundabouts on Wiley Canyon. We are of the opinion that the proposed roundabouts will make it nearly impossible to get emergency equipment in and or people out in an emergency. The turning radius of a Hook and ladder truck for example exceeds the space available as listed. There are many references for this including https://concordnc.gov/Portals/0/Concord/Departments/Fire/Documents/Fire%20Prevention%20Documents/Plan%20Review%20Process/CFD%20Turning%20Radius%20Templates%202012.pdf?ver=4gesLBosotteT-u-jSPKLA%3D%3D . We believe that a signal at Calgrove and Wiley, as well at Wiley and the project entrance would be far less intrusive and better for the neighborhood. I13-3

2. The proposed use of Wabuska and Hawkbryn as an alternative emergency access route is also problematic as there are many cars parked on both sides of the roadway providing less than 20' for a large emergency vehicle to access. Since the proposed building will have some sections of four stories, the use of firetrucks like a Hook and Ladder will be required should a problem occur. How are you going to provide for all od those that currently park along these streets? Here is a picture taken today Looking down Hawkbryn from Wabuska. I13-4



This is an image looking up Wabuska towards Wiley:



I13-4
Cont.

If you stop parking in these areas, where are people going to park? There are no provisions in the proposed planning to accommodate this. We already have homeless, crime and illegal drug use in this area, and we don't want more. Do you know how disheartening it is to go for a walk around your home and find used needles, condoms and rubber gloves?

I13-5

My wife and I have been here in this city for more than 30 years. I have had a business here for nearly all of that time and things like this make us seriously consider other options. .

Respectfully Submitted,

Robert and Pamela Jenner

From: Erika Iverson
Sent: Wednesday, April 10, 2024 12:22 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Designation from Lyons to Calgrove

From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Wednesday, April 10, 2024 12:17 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Fw: Wiley Canyon Designation from Lyons to Calgrove

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Hello Ericka
This comment letter comes as a DIER comment on the Wiley Canyon Project.
Thanks
Annette Lucas

I14-1

Sent from the all new AOL app for iOS

Begin forwarded message:

On Monday, April 8, 2024, 8:16 AM, Annette Lucas <calgrovecorridor@aol.com> wrote:

> Hello All
> I am inquiring if there has been any notification or any city department communication that the city is planning to remove Wiley Canyon from Lyons to Calgrove as a secondary highway.
>
> Regards
>
> Annette Lucas
> 24618 Fourl Road
> Newhall, CA 91321
> 661-904-5208

I14-2

From: Erika Iverson
Sent: Thursday, April 11, 2024 9:03 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Proposed Wiley Canyon Project (Master Case 20-238)

From: Judd Figatner <figatner@pacbell.net>
Sent: Wednesday, April 10, 2024 9:03 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: PLANNING <PLANNING@santa-clarita.com>; Gibbs@santa-clarita.com
Subject: Proposed Wiley Canyon Project (Master Case 20-238)

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I oppose this project because: I15-1

Paragraph 4.6 of the SUMMARY OF THE PROJECT DEIR states: implementation of the project would have less than significant impacts in the areas of seismic ground shaking, seismic-related ground failure, landslide hazards, erosion, and unstable soil conditions.

Appendix E Paragraph 5.1 refers to "Geologic Map by T.W. Dibblee, Jr. following page 8" which shows the subject project is composed of "Surficial Sediments" of "alluvial gravel, sand and clay."

Paragraph 5.2 describes "loose sands and soft silts are considered susceptible to potentially significant static and seismically-induced settlement" to "depths ranging from 65 to 75 feet."

Paragraph 6.2 mentions the 1994 Northridge (M6.8) Earthquake not being exposed at the ground surface. It does not include the surface rupture noted on State of California Earthquake Fault Zones map of the Newhall Quadrangle dated June 1, 1995 2 miles Northwest of the project. This is still evident in the odd placement of homes at 25446 Holmes Pl in Stevenson Ranch. I15-2

Appendix D Cross Section I-I shows the proposed removal and compaction of fill to mitigate liquefaction hazards. The depth of the fill is a fraction of the height of the buildings and the expanse of the sediment.

Paragraph 7.11 concludes "Shallow spread footings for support of lightly-loaded multi-use commercial and residential structures up to 4 stories in height can adequately be founded on engineered fill compacted as previously recommended."

The project proposes to place 4 story buildings on 20 feet of compacted dirt in a 70-foot-deep basin of sediment located in a seismically active location. The 4 story buildings will be occupied by mobility-challenged individuals on a full-time basis. Please consider these factors when reviewing this project. I15-2 Cont.

Judd Figatner
Valencia, CA
mj@figatner.com

April 10, 2024

Ms. Erika Iverson
Senior Planner
City of Santa Clarita
Planning Department

Comments on the Draft Environmental Impact Report for the Wiley Canyon Mixed-Use Project (Master Case 20-238)

The proposed project is an example of poor planning and will expose large numbers of residents, seniors and children to air and noise pollution levels detrimental to their health due to its location immediately adjacent to the Interstate 5 Freeway (I-5). The scale of the project is profoundly inconsistent with the surrounding neighborhood and would harm the community. It will result in the City's southern entrance being dominated by tall massive residential buildings which will be windowless on their east elevations to due freeway noise. It is astonishing that a project with these characteristics has a Draft Environmental Impact Report of nearly 5,000 pages (with appendices) and claims that there is but one unavoidable impact, namely temporary construction related noise/vibration on a few residences to the north of the site. An objective analysis that complied with CEQA would document the far more numerous and significant impacts from the project. I16-1

The Wiley Canyon Project proposes to develop a 277,108-square-foot, four-story senior living facility, approximately 8,914 square feet of commercial space, 379 multifamily residential apartments, and a publicly accessible outdoor recreational field space on a vacant 31.8-acre site. Lot 6, approximately 2.9 acres in size and located east of Wiley Canyon Road, would remain undeveloped under the proposed project. The senior living facility would include 130 independent living units, 61 assisted living units, and 26 memory care beds. Approximately 8,914 square feet of commercial retail space would be constructed on the first floor of the senior living facility. A total of 379 multi-family residential units are proposed within 13 buildings ranging between two- and four-stories in height. The project proposes a total 966 on-site (off-street) parking spaces. I16-2

We hereby object to the approval of the project in its present form and believe that the Draft Environmental Impact Report (DEIR), State Clearinghouse Number 2022030626, is inadequate for purposes of California Environmental Quality Act (CEQA) compliance. The comments and all references contained herein are hereby incorporated into the official record of proceeding for this and project and its successors. I16-3

In general, The Draft Environmental Impact Report (DEIR) is currently inadequate for purposes of California Environmental Quality Act (CEQA) compliance. The approval of the project must be delayed pending compliance with CEQA.

The project has potentially significant environmental impacts not addressed (or inadequately addressed) in the DEIR for following impact categories:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Land Use and Planning
5. Noise
6. Public Services
7. Transportation
8. Utilities

I16-3 Cont.

The DEIR fails to address any of the impacts of the offsite improvements required to construct the project. This is true in every impact category and in the alternatives analysis.

I16-4

Cumulative projects analysis uses a list methodology that does not include recently completed projects near the site, namely the two large self-storage facilities located on The Old Road and Calgrove Boulevard in the Los Angeles County unincorporated area just west of the I-5 Freeway, and does not include the Metro I-5 North Capacity Enhancements currently under construction. These projects will add to the cumulative impacts of the project more directly and substantially than the current short list of related projects that are significantly further away from the project site.

I16-5

Additionally, the Alternatives Analysis is deficient due to:

1. Failure to provide a reasonable range of alternatives to the proposed project
2. Arbitrarily deleting the commercial component from the environmentally superior alternative in order to claim that it only "partially" meets the project's objectives.

I16-6

The project would place residents, including children and the elderly, directly adjacent to a line source that emits massive amounts of toxic pollutants and noise, and will continue to do so over the entire time that they reside on site. The project will add its own impacts in these categories and others to the surrounding residential neighborhoods. The DEIR fails to perform any kind of air quality site characterization study with real time sampling, which is necessary given the unique features of the site. The DEIR fails to document the potential health effects to both future and to existing residents due to added air quality impacts from the project. The noise surveys performed for the project were cursory and fail to consider impacts to future residents on site and are deficient for calculating the impacts to the surrounding sensitive uses.

I16-7

Below is a section by section review of the DEIR highlighting some of the deficiencies.

Executive Summary:

The DEIR itself is 668 pages in length with an additional 4,098 pages of Appendices. Given a total length of 4,776 pages, it is unlikely that the public or Planning Commission members will read the document in its entirety. Therefore, it is critical that the Executive Summary adequately summarize the contents of the DEIR, yet on page 1-4 and 1-5 of the Executive Summary, Section 1.5 Areas of Known Controversy, the DEIR lists public concerns to include:

> ...event traffic, adequate parking, bicycle/pedestrian safety along *Sand Canyon Road*, equestrian safety along *Sand Canyon Road*, emergency evacuation along *Sand Canyon Road*, cut-through *traffic on Sand Canyon Road, traffic on Highway 14*, additional/secondary access to the project site, and... (emphasis added).
>
> *The project site burned in 2016 during the Sand Fire*, and during this fire, residents of *Sand Canyon* had a difficult time evacuating the community due to congestion along *Sand Canyon Road* (emphasis added)

These are obviously taken from the developer's Sand Canyon Plaza project DEIR and are not concerns regarding the Wiley Canyon Project. It does show a lack of attention to detail and should be corrected before review by the Planning Commission and the public. I16-8

This cut and paste methodology continues in Section 1.5 Areas of Known Controversy:

> Land use and planning – change from Open Space general plan and zoning designations, consistency with the *Sand Canyon Special Standards District* (emphasis added)

Again, this statement is copied from the wrong DEIR.

Additionally, in the Executive Summary (page 1-28) the Summary of Impacts Table lists mitigation measures for cultural resources (MM-CUL-1 through MM-CUL-3) in order to mitigate impacts due to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, and states that these mitigation measures reduce a potentially significant impact to less than significant. These mitigations do not apply to the impact category.

The same table does not include a discussion of the impacts to Public Services, and, again, demonstrates the lack of quality review for the Executive Summary and would argue against the City using its "independent judgment" in certifying the DEIR.

The Summary of Impacts Table also does not accurately reflect the failure of the document to adequately characterize the project's impacts in various categories, the use of inappropriate mitigation measures and conclusions of reduced impacts that will be discussed below.

In the Summary of Project Alternatives in the Executive Summary (page1-36), the description of Alternative 1 states:

> Under Alternative 1, development of the project site would not occur as discussed in Chapter 3 of this Draft EIR. *While no activity is currently occurring at the project site, it can be reasonably expected that the 75-acre portion of the project site north of Robinson Ranch Road could be re-landscaped and reopen as a golf course, as is currently allowed under existing conditions.* (emphasis added)

I16-8 Cont.

Again, a description has been lifted from yet another unrelated DEIR, and the absence of any quality review of the document by staff would seem to belie the notion that the document reflects the independent judgment of the city.

In the Summary of Project Alternatives in the Executive Summary (page1-36), the description of the impacts of Alternative 3 states:

> Views along Wiley Canyon Road may be obstructed by the earth berm and/or vegetation along the creek. Impacts related to scenic vistas and scenic resources within a state scenic highway would be the same as the proposed project.

I16-9

This is error. The proposed project has eleven buildings of four- and three-stories in height and up to fifty feet tall and all views would be significantly more impacted by the proposed project from every vantage point than from the recreation facilities of Alternative 3 since they would all be single-story or at ground level.

In the Environmentally Superior Alternative section (page -37), the EIR states:

> Alternative 4 would *meet all the project objectives with the exception of partially meeting Objective No. 1 given that no retail/commercial is proposed*. Therefore, Alternative 4 is identified as the environmentally superior alternative given that it would meet *all* project objectives. (emphasis added)

I16-10

The public and The Planning Commission need to genuinely know whether or not this environmentally superior alternative meets the project's objectives. If it does, then baring a determination of infeasibility, this must be the alternative selected by The Planning Commission. If Alternative 4 does not meet the objectives, then the arbitrary deletion of the 8,914 square feet of commercial space proposed in the project is just an artifice to rule out the clearly environmentally superior alternative to the proposed project. Since this alternative retains more open space than the proposed project, the minimal amount of commercial use in the proposed project could have been included in Alternative 4.

Table 1-2 of the Executive Summary (1-38) Comparison of Project and Alternatives Impacts also does not accurately reflect the failure of the document to adequately characterize the proposed project's impacts in various categories, and the failure to provide a reasonable range of alternatives that will be discussed below.

I16-11

All of these combined flaws in the Executive Summary mislead the public and The Planning Commission when they are unlikely to read the DEIR in its entirety, and require that the DEIR be revised and recirculated for public review.

Project Description

Off-site Infrastructure Improvements

The DEIR (page 3-9) notes that the project will require street improvements along Wiley Canyon Road and its intersecting streets, including Fourl Road, Canerwell Street, Valley Oak Court, and Calgrove Boulevard. Street improvements would include three new roundabouts, new curbs and gutters, a storm drain box culvert extension, new bus bays, bicycle paths (e.g., Classes I and II) and ramps, walking trails and sidewalks, as well as changes to existing directional signage and utilities (i.e., new power poles). Additionally, the intersection of Calgrove Boulevard and I-5 located at the southwest corner of the project site would be signalized (see Figure 3-4c, Tentative Map). Finally, the following off-site improvements would be needed to facilitate the buildout of the project:

- Replace approximately 50 feet of a 6-inch water line within Old Wiley Canyon Road with an 8-inch water line.
- Replace approximately 200 feet of an 8-inch water line within Old Wiley Canyon Road with a 12-inch water line.
- Construct a new 1.5-million-gallon storage tank within the existing SCVWA tank site located approximately 3,100 feet east of the project site.
- Replace existing undersized pumps located within an existing SCVWA pump station located on Peachland Avenue with a new 2,200 gallon per minute capacity station (total capacity = 3,300 gallons per minute, 2 duty and one standby pump).

I16-12

The DEIR does not discuss the construction-related and operational environmental impacts of any of these required offsite facilities in any of the impact sections of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

The DEIR notes that the project will import 85,000 cubic yards of fill for the project grading. But there is no discussion of where the fill will be obtained from and any mitigation for air quality impacts, or other impacts at the borrow site or the expected travel route of fill transporting trucks, associated with the importation of the soils. These impacts are required to be disclosed in the DEIR.

3.3 Project Objectives Page 3-3

The following project objectives are not met by the proposed project:

- Create a new mixed-use community that allows for residential, retail/commercial, and senior housing while preserving and enhancing natural resources.

I16-13

The proposed commercial use for the project represents approximately one percent of the total floor area. The remainder of the project, including the senior housing/facility is residential uses. Therefore the project is 99 percent residential by internal area and would not qualify as mixed use. This explains the need for the Minor Use Permit entitlement for the Santa Clarita General Plan and Zoning designation for the project site of Mixed Use – Neighborhood (MX-N). There are minimal benefits to the local community from neighborhood commercial facilities as would normally be the intent of the zoning and General Plan land use designation for the site. The small commercial component on site is setback from public streets and embedded within the senior housing facility. This lack of access will further diminish its use by the offsite neighborhood residents. The fact that the project would not qualify as a mixed-use project would make it incompatible with the General Plan and zoning and would not meet the project objectives.

No natural resources are preserved or enhanced by the project. The project will fill open space with high-density residential development which will create significant amounts of building footprint and acres of asphalt. Wiley Creek will be subjected to increased edge effects from high-density urban development and road expansion.

I16-13 Cont.

- Provide development and transitional land use patterns that are compatible with surrounding communities and land uses and are consistent with the City's General Plan.

There is no similar development in the surrounding community, as there are no nearby high-density residential uses and the site is largely surrounded by single-family detached residences. The project proposes eleven buildings of four-stories or three-stories in height and the new buildings will be up to fifty feet in height. This enormous increase in building massing will be immediately adjacent to a mobile home park, Wiley Canyon Road and the I-5 right-of-way, which has no such residential structures next to it nearby as there are no buildings higher than two stories in the project vicinity. The lack of commercial use area in the project also results in the project not being compatible with the General Plan designation and zoning for the site.

I16-14

- Arrange land uses and add amenities to reduce vehicle miles traveled and to encourage the use of transit.

The project is an auto-dependent residential project and there are no amenities that would reduce VMT. The only transit corridor in the project vicinity is the I-5, so vehicles will be the predominant mode of travel. The proposed multiuse trail to be added to the project's frontage on Wiley Canyon Road does not make convenient connections to land uses other than residential ones.

I16-15

- Design neighborhoods to locate residential and non-residential land uses in close proximity to each other and major road corridors, transit and trails.

There is only a trivial amount of commercial in the project vicinity; the project adds 570 residences to an already residence-heavy neighborhood. The trails on site would be for internal use and there is minimal transit infrastructure near the site and the project only proposes to add bus turnouts.

I16-16

- Maintain and enhance the use of Wiley Canyon Creek with native revegetation as to serve as a natural channel to be utilized by wildlife.

I16-17

Project would encroach on the creek and would result in significant indirect impacts as a result of placing 1,700 residents, 90 employees, lighting, roads and parking adjacent to the creek thereby decreasing its natural value to wildlife.

I16-17 Cont.

Off-site Infrastructure Improvements (Page 3-9) lists a series of off-site construction required for the proposed project but nowhere in the DEIR are the impacts of these improvements ever discussed in the nearly 5,000 pages of the DEIR and its appendices. Additionally, the project proposes three traffic circles, two traffic signals and bus bays all offsite. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. All of this offsite development may have potentially significant impacts that have not been disclosed to either the public or the Planning Commission.

I16-18

The Related Projects section (page 3-13) fails to include the two recently completed major self-storage facilities near the proposed project located immediately to the west of I-5 along Calgrove Boulevard and The Old Road, and does not include the Metro I-5 North Capacity Enhancements. Table 3-4 on page 3-14 should include these additional projects. A cumulative analysis does not preclude related completed projects (CEQA Guidelines, Section 15130 (b)(1)(A), and given their proximity to the project site, the two new large self-storage facilities built in the county on The Old Road and Calgrove Boulevard east of I-5, and the Metro I-5 North Capacity Enhancements should be included any cumulative analysis since they are closer to the project site than any of the listed future projects their impacts would contribute cumulatively to the proposed project.

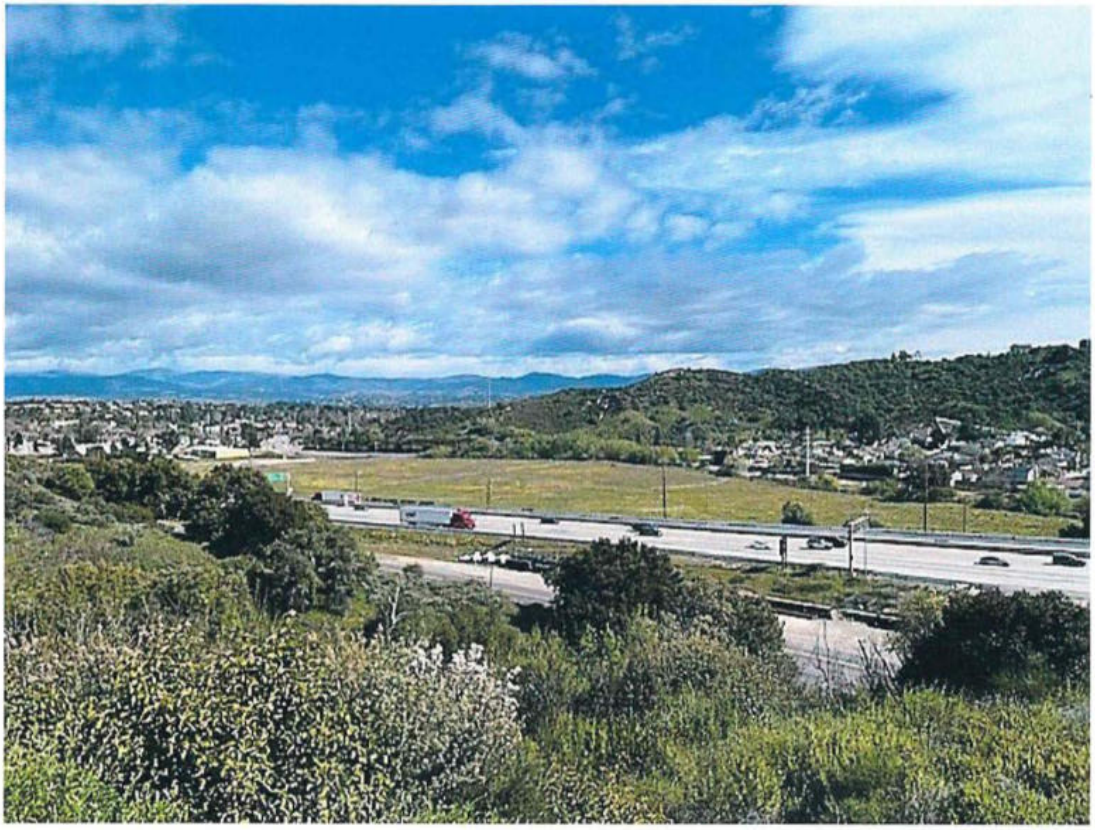
I16-19

4.1.4 Impact Analysis

Section 4.1 – Aesthetics

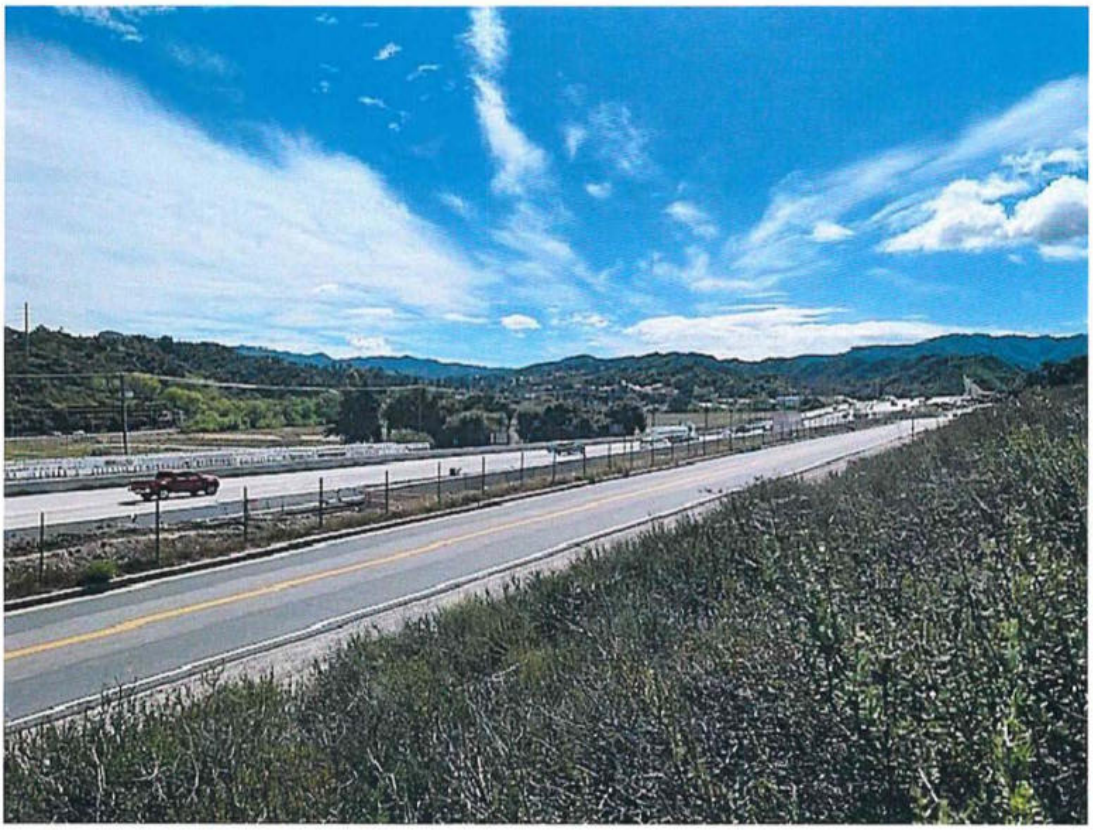
Contrary to the conclusions of this impact section, the proposed project would have significant environmental impacts. The DEIR fails to fully disclose the level of impact due to the absence of exhibits showing renderings of the project's buildings placed into photographs of the project site from surrounding viewpoints. A project of this size and massive alteration of the existing views needs such exhibits so that the Planning Commission and public have an understanding of the changes that will occur to the views and viewsheds in the project vicinity. The DEIR narrative alone is insufficient to determine impacts. Below are some sample photographs of views from the western side of I-5 that should have building renderings inserted in order to disclose project impacts (though there should be exhibits showing views from all public street elevations towards the project):

I16-20



Old Road Looking Northeast

I16-20
Cont.



Old Road Looking Southeast

I16-20
Cont.

City of Santa Clarita General Plan Land Use Element policies are in conflict with the proposed project.

> Conservation and Open Space Element Policy CO 6.6.4: Where appropriate, require new development to be sensitive to scenic viewpoints or viewsheds through building design, site layout and building heights. (Page 4.1-6)

Project proposes five buildings of four stories (up to 50 feet in height) and six building of three stories in an area of largely open grassland and a surrounding area that has no buildings of taller than two stories in height. The proposed project therefore is insensitive to scenic viewsheds and significantly alters the views from the state scenic highway eligible segment of I-5 as well as surrounding public streets and neighborhoods.

I16-21

Community Character and Design Guidelines (page 4.1-6), the project fails to meet the following ideals:

Is compatible in size, scale, and appearance with the character of Santa Clarita?

No, the project is a campus of buildings too large in scale/massing to be compatible with the single family residences in the surrounding area. There are no buildings of more than two stories in height near the site, and the mass of the buildings dwarf nearby structures.

Is attractive and an asset to the community

No, the project would displace attractive open space with obtrusive massive buildings and acres of asphalt.

I16-22

Santa Clarita Municipal Code conformance:

▪ Section 17.55.040, Architectural and Design Standards: These provisions are subject to review by the Planning Commission and include, without limitation, the following:

- Buildings must be oriented along street frontage. Where multiple buildings are planned in a mixed use development, the structures should be of varying heights to create visual interest from the street.

- For mixed use projects that are over two stories in height, portions of the upper stories should be recessed from the front facade to reduce the overall massing of the building and to create varied building heights and sight lines.

The proposed project's buildings are set back from the street and limit access by anyone other than project residents. The project also multiple buildings over two stories in height and there is no recessing of the upper stories from the front facades. Therefore, the project does not meet these mixed-use design standards.

I16-23

Threshold AES-1: Would the project have a substantial adverse effect on a scenic vista?

The DEIR's conclusion that the impacts would be less than significant is not supported by the discussion. This conclusion is reached without any form of diagram or visual simulation of the massive buildings on the project site. In addition, there is no discussion/or simulation of the visual changes resulting from the massive buildings to the state scenic highway eligible I-5 traffic looking eastward to the hillsides east of Wiley Canyon Road, Hawkbyrn Avenue looking south, nor from Wiley Canyon Road looking to the west. Without visual assistance of a photographic survey of the project site with the insertion of generated models of the buildings for views from key locations such as Wiley Canyon Road, Hawkbyrn Avenue and I-5, the public is forced to speculate with regard to the impacts given the inadequate narrative description. Therefore the level of impacts has not been sufficiently evaluated.

Though the segment of I-5 is currently only eligible to be considered a state scenic highway, it should be treated as such just as the impacts to a structure eligible for listing on the National Register of Historic Places are required to be addressed. A visual photo simulation of the project after construction from the I-5 viewpoints should be generated so that the level of impact to any scenic resources can be determined.

I16-24

Threshold AES-3: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points.)? If the project is in an urban area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The DEIR's conclusion that the impacts would be less than significant is not supported by the discussion. This conclusion is reached without any form of diagram or visual simulation of the massive buildings on the project site. In addition, there is no discussion/or simulation of the visual changes resulting from the massive buildings to the scenic highway eligible Interstate 5 traffic looking eastward to the hillsides east of Wiley Canyon Road, Hawkbyrn Avenue looking south to the ridgelines, nor from Wiley Canyon Road looking to the west. Without visual assistance of a photographic survey of the project site with the insertion of generated models of the buildings for views from these key locations, the public is forced to speculate with regard to the impacts given the inadequate narrative description. Therefore the level of impacts has not been sufficiently evaluated. I16-25

Table 4.1-1. Project Consistency with the Community Character and Design Guidelines –

Less than significant finding is unsubstantiated because of conflict with guidelines as was discussed above. The proposed project is in conflict with General Plan policies, Community Character and Design Guidelines and The Santa Clarita Municipal Code. I16-26

AES-4. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Project site is currently unlighted and the project would introduce significant amounts of nighttime light. Narrative does not discuss the total amount of added light, has no diagram or simulation of the change in nighttime views. Without a visual representation of the nighttime lighting created by the project, the impact level is unknown. Therefore, the finding of a less than significant impact is unsupported by evidence. I16-27

4.1.7 Cumulative Effects

Since the potential aesthetic impacts of the project are inadequately analyzed as noted above, the level of cumulative aesthetic impacts can't be determined. Moreover, the cumulative analysis fails to include the offsite impacts to aesthetics/light and glare from the nearby two recently completed storage facilities in the County of Los Angeles located to the southwest of the project site, and does not include the Metro I-5 North Capacity Enhancements. Also not addressed are the aesthetic impacts of the new water tank required to be constructed offsite on a prominent ridgeline located east of the proposed project site or impacts from the removal of 85,000 cubic yards of fill from offsite. I16-28

The DEIR does not discuss the construction-related and operational environmental aesthetic impacts of any of the offsite facilities in the impact sections of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.2 Air Quality

The Air Quality Section is deficient in characterizing the existing conditions, future conditions and impacts to future residents and the existing residents in the project vicinity. CEQA requires that all of these be addressed and given the project's location next to a major line source of air pollution and noise generation and this analysis is critical to the disclosure of impacts.

> CEQA Guidelines Section 15126.2 CONSIDERATION AND DISCUSSION OF SIGNIFICANT ENVIRONMENTAL IMPACTS states:
>
> (c) The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. For example, the EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas.

I16-29

This would apply to a project that brings 570 residential units to within the 500 foot setback from a freeway that violates the standards of both the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD). Air Quality impacts on the site and in the adjacent neighborhoods are increased by the local topography and the effects of vehicles compensating for the elevation changes associated with the Newhall Pass grade. The modeling documented in the air quality appendix does not factor in these characteristics and thereby understates the potential impacts.

> AQ-1. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Existing Ambient Air Quality Section fails to adequately evaluate current air quality on the project site. The DEIR (page 4.2.2) states:

I16-30

> The monitoring station most representative of the project site is the Santa Clarita Valley Monitoring Station, located at 22224 Placerita Canyon Road, Santa Clarita, CA 91321. Criteria pollutants monitored at this station include ozone, NO2, CO, and PM10. Additional monitoring stations were used to complete Table 4.2-1, Ambient Air Quality in the Project Vicinity. The West San Fernando Valley Monitoring Station was referenced for PM2.5 data, located at 18330 Gault St, Reseda, CA 91702, and the Central Los Angeles County Monitoring Station, located at 1630 North Main Street, Los Angeles.

None of these stations are in proximity to the major line source of air pollution that I-5 represents. Additionally, the Project Site is surrounded by hills, including the San Gabriel and Santa Susanna mountains which the I-5 bisects and has a large downgrade into the project site. All of the surrounding hills have nighttime drainage winds which concentrate vehicle emissions onto the project site and would not be represented by stations used to generalize the ambient air quality on site. I-5 also has a slight downgrade from the north of the project site to the base of the Newhall grade, again trapping pollutants at the project site, as well as hills to the east and west forming a bowl that suppresses advection and pollutant dispersal. Because of the surrounding higher topography, advection is reduced, and pollutants tend to concentrate in the project vicinity. Because of the lack of sampling at the project site, it is unknown the amount residents both on and adjacent to the project site will be exposed to increased toxic air pollution at levels above the standards in the basin AQMP. Putting 570 residential units onto this site is a potentially significant environmental impact.

I16-30 Cont.

AQ-2. Would the project result in a cumulatively considerable new increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Project makes an assumption of being a generalized location in the SCAB, using data from SCAQMD stations in Van Nuys, Downtown Los Angeles and in Newhall to east of Raliroad Avenue. Site concentrations of pollutants, particulary PM 10/2.5 are undoubtably higher than those at the SCAQMD stations when the site is located immediately adjacent to one of the greatest line sources of pollution in the state, I-5. Additionally, this location is at the northern base of the Newhall Pass, and vehicles accelerate in the southbound lanes at the site to begin to climb over the pass and, correspondingly, vehicles brake in the northbound lanes at the base of the pass in order to slow after descending from the top of the pass. These characteristics would lead in an increase in pollutants, particularly toxic particulates, including particulate matter, which are then pushed on the site by nighttime drainage winds from the pass and coming down canyon as well as from other hills to the west and east of the project site. Since the existing level of pollution is unknown, a site characterization study with real time sampling is needed to ascertain air quality on site.

I16-31

Therefore, it is impossible to determine impacts, particularly cumulative impacts both onsite and it the existing neighborhoods, without doing a site characterization study with real time sampling and it is impossible to calculate impacts by relying exclusively on modeling to determine the threat from criteria and toxic air pollutants both on the site and in the adjacent residences. The SCAQMD's cumulative criteria for impacts do not work for localized pollutants (CO/PM) because the baseline levels are unknown at the site.

The DEIR also understates the anticipated pollution to be generated from the project site. The expected 31% reduction in vehicle miles travelled as a result of increased project density and decreased parking is unsupported and likely will not occur. Therefore the project has the potential to contribute to exceedance of Federal and State Ambient Air Quality Standards and should be considered a significant environmental impact.

AQ-3. Would the project expose sensitive receptors to substantial pollutant concentrations?

SCAQMD's siting distance recommendations are the same as those provided by CARB, e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads....(DEIR page 4.2-27) due to high levels of toxic air pollution. The project proposes to put nearly 1,300 residents and seniors within the recommended setback, namely as close as within 66 feet of a line source of air pollution, the northbound lanes of I-5, that has over 110,000 ADT currently and expected to have over 130,000 ADT by 2035 (I-5 North Capacity Enhancements, I-5 HOT Lane Daft Supplemental EIR, 2013). This is a potentially significant environmental impact, and it cannot be determined to be less than significant pending a site air quality characterization study with an air quality sampling under typical conditions. A local study of freeway emissions has noted this increased risk:

> Traffic related non-tailpipe particulate matter emissions can rival the continuously decreasing tailpipe emissions in modern fleets. Non-tailpipe emissions have become the dominating source of traffic emissions in California already. This study measured ambient $PM_{2.5}$ and PM_{10} concentrations at near road environments for two major highways in California, I-5 in Anaheim and I-710 in Long Beach. A total of 51 elements were measured from filter samples collected over four-hour intervals for a two-week period in the winter of 2020 before the statewide lockdown by the COVID-19 pandemic. Iron was the most abundant element in ΔPM_{10} (differences between downwind and upwind sites), contributing to 30 % and 24 % of total measured elements in ΔPM_{10} at the I-5 and I-710 locations, respectively. (Metal contents and size distributions of brake and tire wear particles dispersed in the near-road environment, Sci Total Environ. 2023 Jul 20:883:163561. doi: 10.1016/j.scitotenv.2023.163561. Epub 2023 Apr 23.)

I16-32

As demonstrated in the response to threshold AQ-2 above, the level of pollution in the project vicinity is unknown. Therefore, it is impossible to determine impacts, particularly cumulative impacts both onsite and it the existing neighborhoods, without doing a site characterization study with real time sampling and it is impossible to calculate the project's impacts by relying exclusively on modeling to determine the threat from criteria and toxic air pollutants both on the site and in the adjacent residences. The SCAQMD's cumulative criteria for impacts do not work for localized pollutants (CO/PM/NOX) because the baseline levels are unknown at the site.

Due to the lack of knowledge regarding current ambient air quality at the site and in adjacent neighborhoods, the additional construction emissions for the project remain potentially significant.

Freeway Health Risk Assessment (Appendix D of AQ tech report) gives an optimistic assumption regarding future PM emissions because it only relies on tailpipe emissions to determine risk from air toxics at the project site. It assumes technological improvements will decrease tailpipe emissions but does not account for any increase in tire/brake PM emissions. It is anticipated that there will be future increases in these emissions due to heavier vehicles on average (Emissions Analytics finds pollution from tire wear can be 1,000x worse than exhaust emissions - Green Car Congress, https://www.greencarcongress.com/2020/03/20200308-emissionsanalytics.html.)

Additionally, this location is at the northern base of the Newhall Pass, and vehicles accelerate in the southbound lanes at the site to begin to climb over the pass and, correspondingly, vehicles brake in the northbound lanes descending from the top of the pass and leading to increased pollutant generation and the concentration of these pollutants at the base of pass. These characteristics would compounded by an increase in particulate pollutants from increased brake and tire wear of heavier vehicles with the future vehicle mix relying more on electric vehicles. These toxic particulates which are then pushed on the site by nighttime drainage winds from the pass and coming down canyon towards the project site. The HRA assumes flat terrain and only uses tailpipe emissions thereby understating the level of pollutants on site and in the adjacent neighborhood both now and in the future. The tailpipe emissions need to be supplemented with the expected increase in PM emissions from the modified vehicle fleet. The project's pollutants would be additive to the high ambient concentrations and potentially cumulatively significant both onsite and at adjacent residences. These impacts will be increased by the estimated 30 percent growth in average vehicle daily traffic counts expected on I-5 by the year 2035 as noted in the FEIR for the North County I-5 Improvements project.

I16-33

The project would expose the senior residents to high levels of toxic particulate air pollution. This population would potentially see a higher incidence of Alzheimer's disease due to the proximity to I-5 and the increased pollution from the proposed project. (Fine Particulate Matter and Dementia Incidence in the Adult Changes in Thought Study | Environmental Health Perspectives | Vol. 129, No. 8 (nih.gov) https://ehp.niehs.nih.gov/doi/10.1289/EHP9018. An additional study from the UK determined that higher concentration of vehicle-related pollution increases the incidence of Alzheimer's disease:

This study reveals, in a cohort of nearly 40,000 UK Biobank participants...In addition, after accounting for age and sex effects, diabetes, traffic-related pollution and alcohol were the most deleterious modifiable risk factors (MRFs) on these particularly vulnerable brain regions. (emphasis added).

Another study from Canada (Exposure to ambient air pollution and the incidence of dementia: A population-based cohort study, Environment International, Volume 108, 2017, Pages 271-277) found that:

- Exposure to ambient nitrogen dioxide and fine particulate matter was associated higher incidence of dementia
- 15,813 cases of dementia (or 6.1% of total cases) were attributable to elevated air pollution exposure in this cohort
- Exposure to ambient nitrogen dioxide and fine particulate matter was associated higher incidence of dementia

Given the project being as close as 66 feet from the nearest freeway lane, there is a potential for significant impacts to the future residents of the senior facility (as well as the other residents in the vicinity) due to exposure to increased levels of both fine particulate matter and nitrogen dioxide.

Exposure to high levels of vehicle-related air pollution has numerous deleterious effects other than an increased risk of lung cancer that was evaluated for in the DEIR's Air Quality Technical Report. These include, but are not limited to, increased rates of breast cancer, increased levels of strokes, emphysema and chronic pulmonary obstructive disease, National Institute of Environmental Health Sciences: Air Pollution and Your Health (nih.gov) https://www.niehs.nih.gov/health/topics/agents/air-pollution. Since no air quality ambient sampling program was performed, the air pollutions levels at the site and the incremental increase of air pollution from the project on future onsite residents and surrounding residents is unknown and remains potentially significant.

The shift in vehicle fleet composition to comply with California regulations mandating electric vehicles will compound all of the risks noted above given the expected increase in PM emissions from heavier vehicles on average.

I16-33 Cont.

The project site is within five miles of Sunshine Canyon Landfill, and current residents within that zone are eligible to join a class action lawsuit due to odors and potentially other pollutants impacting the site, yet there is no discussion of the potential impacts in the DEIR.

I16-34

The city should also consider that, with the placement of residents, children and seniors within less than the recommended protective setback from a freeway by both the CARB and SCAQMD, and with all of the new research that documents the health impacts of vehicle-related pollution, the city exposes itself and it residents to significant liability risk. The city cannot now deny that they were unaware that they were placing residents in conditions that increase health impacts.

I16-35

The DEIR does not discuss the construction-related and operational environmental air quality impacts of any of the offsite facilities in the impact sections of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-36

4.3 Biological Resources

The DEIR notes that there is suitable Least Bell's Vireo habitat on the project site and recommends that protocol surveys be completed prior to project construction. These protocol surveys need to be conducted prior to the approval of the DEIR because, without them, the level of impact to a sensitive species has not been determined and deferring this information is inconsistent with CEQA.

This is also true of the Crotch Bumble Bee habitat on site. The level impact must be determined before it can be stated that the impact has been reduced to less that significant. A determination that an incidental take permit is or is not required should be included in the DEIR's discussion of impacts and not deferred until after project approval.

I16-37

The DEIR understates the level of impact to the riparian habitat onsite during construction after project completion. The project would encroach on the creek, and the banks on both sides would need to be reconstructed after grading. Long-term operation impacts would result in indirect impacts as a result of placing 1,700 residents, lighting, multiuse trails, roads and parking adjacent to the creek, increasing disturbance and decreasing its natural value to wildlife. This is a potentially significant environmental impact that is not addressed in the DEIR. Moreover, MM-BIO-5 would require on- or off-site restoration of protected water and associated riparian habitat at a ratio of no less than 2:1. Without any knowledge of the quality and location of the restoration, the conclusion that impacts on drainage patterns and riparian habitat are reduced to a less-than-significant level is unfounded.

I16-38

The DEIR does not discuss the construction-related and operational biological resources impacts of any of the offsite facilities in the impact sections of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-39

4.4 Cultural Resources

The DEIR does not discuss the construction-related and operational impacts to cultural resources from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-40

4.5 Energy

The DEIR does not discuss the construction-related and operational impacts to energy from any of these offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-41

4.6 Geology and Soils

The DEIR does not discuss the construction-related and operational impacts to Geology and Soils from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-42

4.7 Greenhouse Gas Emissions

The discussion of the potential impacts of project cites the imagined average daily trip (ADT) reduction from higher density housing and decreased parking as reducing the project's greenhouse gas emissions. Neither of these project designs will reduce the project ADT as they rely on faulty assumptions as discussed in the Transportion section below. Therefore, the project's greenhouse gas emissions remain potentially significant. I16-43

The DEIR does not discuss the construction-related and operational impacts from Greenhouse Gas Emissions from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-44

4.8 Hazards and Hazardous Materials

> *Threshold HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The project would place residents as close as 66 feet and senior living units within 100 feet from the nearest lanes of I-5, on which hazardous materials are routinely transported. Heavy-duty trucks are descending down the steep Newhall Pass grade or accelerating to climb the grade southbound and this change in speed increases the risk of upset and accident conditions that may release hazardous materials that would be a hazard to the new residents and seniors. This is a potentially significant environmental impact that is not addressed in the DEIR. I16-45

The shift in the vehicle fleet to more electric vehicles and trucks will increase the potential from accident conditions on I-5 the will impact residents of the site as the average weight of these vehicles will be increased. This increased weight will decrease the ability for barriers to contain vehicles that lose control on the road:

> "Increasing weight means that there's a lot more force required to redirect that vehicle to the roadway," University of Nebraska professor Cody Stolle, who led the study, told The Washington Times. "We found these guardrail systems don't have great compatibility with these [electric] vehicles yet." (https://www.washingtontimes.com/news/2024/feb/12/experts-warn-electric-vehicle-weight-threatens-roa/) I16-46

The DEIR does not discuss the construction-related and operational impacts from Hazards and Hazardous Materials from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-47

4.9 Hydrology and Water Quality

The DEIR does not discuss the construction-related and operational impacts to Hydrology and Water Quality from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-48

4.10 – LAND USE AND PLANNING

The DEIR includes the following significance threshold:

> LU-2. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project would exceed this threshold. This impact evaluation is discussed in the DEIR by relying on its General Plan Consistency Analysis. The project is inconsistent with the General Plan Goals, Objectives and Policies as discussed below, and it will have a potentially significant effect. I16-49

> Page 4.10-8
>
> SCMC ▪ Section 17.35.020 – Mixed Use Neighborhood (MXN) Zone. This zone is intended for mixed use development, which is encouraged in order to create neighborhoods that integrate residential uses with complementary commercial services, including retail and office uses. Mixed use neighborhoods should be designed in consideration of surrounding development patterns, proximity to public transit, providing roadway and trail linkages to adjacent development where appropriate. Nonresidential uses consistent with this district include those in the neighborhood commercial (CN) and community commercial (CC) districts. The residential density range in mixed use neighborhoods shall be a minimum of six (6) to a maximum of eighteen (18) dwelling units per acre, and maximum floor area ratio for the nonresidential portion of the development shall be 0.5. Building heights shall not exceed fifty (50) feet.

The project does not contain either neighborhood commercial/community commercial uses, and is inconsistent with the zone. A true mixed use project would be similar to what has been proposed by New Urban West for the former Porta Bella site:

> Now being billed as Sunridge, New Urban West is looking to build more than double the previous number of approved residential units on the land, from 2,911 to more than 6,500. A "village center" to accommodate residents' needs with a grocery store, restaurants and other retail would be somewhat central in the project. (SCV Signal, March 8, 2024)

I16-50

Given the existing surrounding residential uses of proposed project, such a true mixed use project would better serve the neighborhood and meet the project's objectives. Instead, the project adds 570 additional residential unit and a trivial amount of commercial that is off of any public streets and of little use to neighboring residents. The City seems to know what land uses should be included in a mixed-use project when it wishes it. Better meeting the goals of a mixed-use project is the proposed addition of 2,550 new homes at the Valencia Town Center site as is proposed. Given the intense surrounding commercial development, the addition of complimentary housing would be a benefit to the area. (SCV Signal, April 6, 2024)

The project is inconsistent with many of the desired development characteristics that are used to make a significance determination. Table 4.10-1. Desired Development Characteristics Consistency Analysis Discussion has several examples of this inconsistent with land use plans Page (Table 4.10-11):

> Buildout Assumptions: Not exceed 830,000 square feet (representing a floor area ratio of approximately 0.5) of total residential and commercial combined development, excluding parking facilities. Consistent. The project would introduce a 277,108 square feet senior living facility, 8,914 square feet of commercial and 379 apartments (or 135,594 square feet and 247,378 square feet between the Planning Areas 2 and 3). As such, the project would result in a total of 668,994 square feet of residential and commercial combined development, excluding parking facilities, which is below the established maximum of 830,000 square feet.
>
> 2) Preserve the character of existing residential neighborhoods located along the Calgrove Corridor and provide adequate buffer and transition from any development on the subject properties
>
> Consistent. The project is confined to a site that does not include existing residential neighborhoods along the Calgrove Corridor. The project would include landscaping and other project design features to adequately buffer the project from the adjacent neighborhoods and properties. The project would include off-site improvements along the Calgrove Corridor at the intersection of Calgrove Boulevard and Wiley Canyon Road. However, these improvements would not affect the character of the existing surrounding uses. No existing residential neighborhoods would be modified, and the project would introduce new residential land uses adjacent to existing residential.

I16-51

This is incorrect. The project would place four-story buildings of as much as fifty feet in height immediately adjacent to the existing mobile home park and has a campus of eleven building of three stories or higher. The remainder of the neighborhood contains no buildings of higher than two stories and does not have immense parking lots as is proposed for the project. Therefore, the project DOES NOT preserve the character of the neighborhood and is inconsistent with the desired development characteristics.

I16-51 Cont.

> 3) Propose an economic engine with an appropriate amount of jobs, retail, office, restaurant and general commercial square footage combined with neighboring and integrated housing types.

The project contains only one percent of floor space as commercial and there are no integrated housing types as the neighborhood is predominately single-family detached housing and the project is exclusively high-density multiple family housing. Therefore, the project is inconsistent with the desired development characteristic.

I16-52

> 5) Consist of 360-degree architectural design with pedestrian-scaled building massing and forms where adjacent to existing residences, with the use of landscaping to visually soften hard edges of buildings.

The project would place four-story buildings of as much as fifty feet in height immediately adjacent to the existing mobile home park. The remainder of the neighborhood contains no buildings of higher than two stories and there is no pedestrian-scaled building massing and forms adjacent to existing residences. Therefore, the project is inconsistent with this desired development characteristic.

I16-53

> 6) Have varied building heights and create east/west sight lines; building heights taller than 55' would require approval of a conditional use permit.

Project buildings are oriented north to south and do not create east/west sight lines. This orientation will block views from east of Wiley Canyon Road and from the I-5 to the west (see the discussion above regarding aesthetic impacts). Therefore, the project is inconsistent with this desired development characteristic.

I16-54

> 8) Understand that introducing a higher density development at this location would have traffic and pedestrian circulation impacts on the existing neighborhood, and therefore to minimize those impacts, special attention to access points must be considered.

I16-55

By constructing three new roundabouts, within a less than one-mile reach of Wiley Canyon Road, the project will provide major incentives for traffic to cut through the existing Oak Ridge Estates streets to avoid one or more of the roundabouts. As Senior Traffic Engineer Ian Pari commented at the March 19, 2024 Public Hearing, staff is unaware of the extent these shortcuts would be used and would look at the issue after the project is constructed. CEQA does not permit this deferral of impact analysis, and the impacts must be fully disclosed in the DEIR. Therefore, the project is inconsistent with this desired development characteristic. The inability to determine the level of impact means that it remains potentially significant for CEQA purposes. Therefore, the project is inconsistent with this desired development characteristic.

I16-55 Cont.

The project is inconsistent with several of the goals, objectives and policies of the General Plan Land Use Element. From Table 4.10-2., General Plan Land Use Consistency Analysis (page 4.10-14):

> Objective LU 2.1: Provide adequate, suitable sites for housing, employment, business, shopping, public facilities, public utility facilities, and community services to meet current needs and the anticipated needs of future growth.

I16-56

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood, and it will not function as a mixed use project that will benefit the area or the needs of future growth. Therefore the project is inconsistent with this objective.

> Policy LU 2.1.2: On the Land Use Map, integrate land use designations in a manner that promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another.

I16-57

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area, or provide a healthy, walkable community. Therefore the project is inconsistent with this policy.

> Policy LU 2.1.5: Identify areas with hazardous conditions and ensure that uses in or adjacent to these areas pose minimal risk to public health or safety.

I16-58

The project is a high density residential development placed immediately adjacent to one of the largest line sources of air pollution in the state. Noise levels on site are so high that two Planning Commissioners noted during the March 19, 2024 meeting, that when they were onsite they couldn't hear normal conversations due to freeway noise. The project would expose nearly 1,500 people to this same level of noise on a continuous basis. For these reasons and others, the project would represent a significant increase in risk to public health and safety. The expected increase in traffic volumes and increased average vehicle weight on I-5 will compound these problems. The project would generate increases in both air pollution and noise to the existing residents. Therefore the project is inconsistent with this policy.

Policy LU 2.2.1: Identify areas of scenic or aesthetic value to the community, and minimize the designation of uses in these areas that would diminish their aesthetic quality.

The proposed project would greatly alter the appearance of the project site relative to existing conditions. It will fill open space with five four-storey and six three-storey buildings as well as several smaller buildings and acres of asphalt. Moreover, the significant change in appearance would be visible from all of the surrounding public roads, including the state scenic highway eligible I-5. The project site is surrounded on two-sides by single-family homes on no more than two stories in height. As such, the appearance of the site under project build out conditions would be vastly dissimilar to the existing surrounding area as there are no buildings of a similar mass or height to the project. Certain vantage points near the project site, particularly near Wiley Canyon Road, I-5, The Old Road and Hawkbyrn Avenue, contain views of the surrounding hillsides, mountains, and ridgelines. The quality of these views will be severely impacted by the project. The DEIR does not provide any visual analysis of the project's aesthetic impacts. Therefore, the project would substantially diminish the aesthetic quality of the project site and surrounding area. For further discussion on the project's potentially significant impacts related to aesthetics, see the discussion of aesthetic impacts above. The project is inconsistent with this policy. I16-59

Objective LU 2.3: Increase mixed-use development where appropriate to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility, through mixed-use zoning

The project is a high density, auto-dependent residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area. Therefore the project is inconsistent with this objective. I16-60

Policy LU 2.3.1: In a mixed-use development, residential densities at the higher end of the allowed range should be allowed only if the development incorporates a robust mix of non-residential uses.

The project is a high density residential development does not have a robust mix of commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area. Therefore the project is inconsistent with this objective. I16-61

Policy LU 2.3.2: Either vertical or horizontal integration of uses shall be allowed in a mixed-use development, with an emphasis on tying together the uses with appropriate pedestrian linkages.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area. It will not have either vertical or horizontal integration of uses since it is overwhelmingly high-density residential. Therefore the project is inconsistent with this objective. I16-62

Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.

The project is a high density residential development with only surface area parking. Therefore the project is inconsistent with this objective.

I16-63

Goal LU 3: Healthy and safe neighborhoods for all residents.

The proposed project would result in the development of high-density residential use with minimal commercial and a small area recreational uses that will be unusable due to high levels of noise and air pollution at the site. Section 4.2, Air Quality, fails to evaluate the existing levels of air pollution at the site and does not adequately describe project-related effects to nearby sensitive receptors (i.e., nearby residences) and future residents on site. The project's impacts remain potentially significant. Similarly, hazards-related effects to sensitive receptors have not been evaluated in that there is no sampling of current levels of toxic air pollution for the site or surrounding neighborhoods. The project's impacts remain potentially significant. All of these impacts will deteriorate in the future with the anticipated 30% increase in average daily traffic by the 2035 on I-5, the anticipated increase in average vehicle weight on I-5 and on surrounding roads, and the connection of Wiley Canyon Road to Via Princessa Avenue. For these reasons, the project would not support this goal, even with the incorporation of mitigation measures

I16-64

Policy LU 3.3.3: Identify neighborhoods in which uses that pose a potential hazard to human health and safety may be over-concentrated, and address public safety through use of buffer areas, policies on siting decisions for such uses, changing land use designations, or other means as deemed appropriate.

The proposed project would result in the development of high density residential uses with minimal setback from a major source of air pollution and noise. The project would conflict with that California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) guidance that no residential projects should be built within 500 feet of a freeway, yet the project would build 570 residential units within this zone. Section 4.2, Air Quality, fails to evaluate the existing levels of air pollution at the site and does not adequately describe project-related effects to nearby sensitive receptors (i.e., nearby residences) and future residents on site. The project's impacts remain potentially significant. Similarly, hazards-related effects to sensitive receptors have not been evaluated in that there is no sampling of current levels of toxic air pollution for the site or surrounding neighborhoods. All of these impacts will deteriorate in the future with the anticipated 30% increase in average daily traffic by the 2035 on I-5, the anticipated increase in average vehicle weight on I-5 and on surrounding roads, and the connection of Wiley Canyon Road to Via Princessa Avenue. The project's impacts remain potentially significant. For these reasons, the project would not support this policy.

I16-65

Policy LU 3.4.4: Within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a high quality living environment.

Policy LU 3.4.5: Ensure compatibility between single family and multiple family residential developments through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations.

Policy LU 4.1.2: Promote creation of village commercial centers throughout the Santa Clarita Valley to meet the local and convenience needs of residents.

The project is a high density residential development and has no village commercial centers and is located in an existing residential neighborhood and will not meet the local and convenience needs of residents. Therefore the project is inconsistent with this policy.

I16-66

Policy LU 5.2.2: Provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood. The project will not function as a mixed use project that will provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores. The minimal recreational uses on site are located in an area that precludes their use due to noise and air pollution. The project places massive four story buildings adjacent to the existing mobile home park and multiple three-storey or taller buildings in a residential neighborhood of single-family homes that are no taller than two-stories in height. Therefore the project is inconsistent with these policies.

I16-67

Policy LU 5.2.5: Encourage the mix of compatible uses in areas where, though not served by rail or transit, mixed uses will achieve more walkable neighborhoods and trip reduction, in conformance with applicable policies.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will achieve more walkable neighborhoods and trip reduction. Therefore the project is inconsistent with this policy.

I16-68

Objective LU 6.2: Provide attractive public and open spaces in places visited by residents and visitors, where feasible and appropriate.

Project will add to outdoor noise levels that are currently intolerable on site and increase noise in the neighborhood already impact by traffic-related noise. All of the current noise levels will be exacerbated by project 30% increase in I-5 traffic by 2035 as well as increased traffic on Wiley Canyon Road due to its future connection to Via Princessa Road. These high noise and air pollution levels will be compounded by the trend towards heavier vehicle weights due to the state- and federal-mandated changes in vehicle types. The minimal open spaces proposed for the project will not be visited for these reasons. Therefore, the project is inconsistent with Objective LU 6.2. I16-69

Policy LU 6.3.3: Enhance major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and at the northern and southern entrance points on Sierra Highway, where feasible and appropriate.

The proposed project would greatly alter the appearance of the project site relative to existing conditions. Moreover, the significant change in appearance would be visible from all of the surrounding public roads, including the state scenic highway eligible I-5. The project site is currently largely open space and surrounded on two-sides by single-family homes on no more than two stories in height. As such, the appearance of the site with four-story building under project conditions would be vastly dissimilar to the existing surrounding area as there are no buildings of a similar mass or height near to the project. Certain vantage points near the project site, particularly near Wiley Canyon Road, I-5 and Hawkbyrn Avenue, contain views of the surrounding hillsides, mountains, and ridgelines. The quality of these views will be severely impacted by the project. The DEIR does not provide any visual analysis of the project's aesthetic impacts. Therefore, the project would substantially diminish a major entrance point to the community. For further discussion on the project's potentially significant impacts related to aesthetics, see the discussion of aesthetic impacts above. The project is inconsistent with this policy. I16-70

Goal C 3: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will reduce travel demand by automobile. The analysis states that a 30% reduction in VMT would occur due to increased density; this is a purely speculative assumption that is unsupported by evidence. A 10-unit/acre project would not have any less VMT than a 20-unit/acre project if all of the surrounding land uses are unchanged and residents travel just as far for services. This is the metric that should be used, there are no proposed changes to the surrounding land uses and vehicle miles travelled/unit would be identical between the two projects. Moreover, the project proposes 379 residential units on a 32-acre site, which is a density far less that 40-50 dwelling units per acre claimed in the DEIR. What is suggested is that if there were two identical residential projects, but one of them doubled the density and left half I16-71

of the site undeveloped, it would result in significant drop in VMT, and this is implausible. There already is an ADT reduction in the ITE manual for apartments vs. single-family homes, to grant a VMT density-related reduction is double dipping on the reduction.

The DEIR cites the project density and parking limitations as reducing the project VMT, but the conclusions are dubious as discussed in the Transportation section. Therefore the project is inconsistent with this goal.

I16-71 Cont.

> Goal C 7: Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.

The project is a high density, auto-dependent residential development with minimal commercial uses and is located in an existing residential neighborhood. It will not function as a mixed use project that will provide alternatives to driving to local destinations. Therefore the project is inconsistent with this goal.

I16-72

> Goal N 1: A healthy and safe noise environment for Santa Clarita Valley residents, employees, and visitors.

Project will add to outdoor noise levels that are currently intolerable on site and increase noise in the neighborhood already impact by traffic-related noise. All of the current noise levels will be exacerbated by project 30% increase in I-5 traffic by 2035, increases in vehicle weight, as well as increased traffic on Wiley Canyon Road due to its future connection to Via Princessa Road. Therefore, the project is inconsistent with Goal N 1.

I16-73

> Goal N 2: Protect residents and sensitive receptors from traffic-generated noise.

Project will add to outdoor noise levels that are currently intolerable on site and increase noise in the neighborhood already impact by traffic-related noise. All of the current noise levels will be exacerbated by project 30% increase in I-5 traffic by 2035, expected in increase in vehicles' weight, as well as increased traffic on Wiley Canyon Road due to its future connection to Via Princessa Road. Therefore, the project is inconsistent with Goal N 2.

I16-74

Given the project's numerous inconsistencies with the desired developmental characteristics and General Plan Land Use Goals, Objectives and Policies, the project has a significant environmental impact due to due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The potentially significant environmental impact needs to be addressed in a revised DEIR and recirculated for public review.

I16-75

The DEIR does not discuss the construction-related and operational impacts to Land Use from any of the offsite facilities or the impacts from the importation of 85,000 cubic yards of fill in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-76

4.11 Mineral Resources –

The DEIR does not discuss the construction-related and operational impacts to Mineral Resources from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-77

4.12 Noise

The Noise section of the DEIR fails to address the current noise levels on site and in the adjacent neighborhoods and does not calculate the future impacts from expected changes in the volume and type of vehicles that will travel around the project site. The DEIR repeatedly states in the Noise Section that "The closest offsite sensitive use is located 130 feet away to the east of the project site." Yet the mobile home park to the north is substantially closer that the homes to the east of the project site and is located less than 130 feet away from the project northern boundary. The DEIR needs to be revised to address the actual closest actual noise receptors. I16-78

There is a no analysis of the level of project impacts on the project site. While CEQA generally requires the evaluation of impacts from the project on the environment, risks to a resident population of a new project is required to be evaluated in a CEQA document. CEQA Guidelines Section 15126.2 CONSIDERATION AND DISCUSSION OF SIGNIFICANT ENVIRONMENTAL IMPACTS states:

> ... The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. For example, the EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas.

Therefore the DEIR needs to evaluate for noise impacts for sensitive receptors both in the surrounding neighborhoods and on the project site. Yet the DEIR inadequately evaluates existing noise levels near the site and has no evaluation of noise impacts on the project site. On Table 4.12-2., Ambient Noise Measurements documents noise sampling that only takes noise readings off site and in the morning hours when traffic on the northbound I-5, which is the closet lanes to the site, is lower than during the PM hours when commuter traffic heads back into the valley. Moreover, the sampling is limited to a total of fifteen minute-long sampling times which will not give any realistic data on the level of noise that would be experienced by people both on the project site and in the surrounding neighborhood. The sampling period should be at least 24 hours to adequately model the traffic noise throughout the day and should have been repeated under a variety of meteorological conditions. Noise levels vary significant during onshore versus offshore wind conditions as well as changes in relative humidity and cloud ceiling height. I16-79

By not have any sampling locations on the project site, and sampling during an inappropriate time for too short of a duration, the Planning Commission and the public have insufficient information to determine the level of noise that will occur on or near the site with the proposed project.

Additionally, it was noted by two of the Commissioners at the March 19, 2024 public hearing that at the Commission's site visit held near the northeastern corner of site and further away from I-5 than the majority of the site that the ambient noise was so loud that they couldn't carry on a normal conversation. Yet the DEIR includes a conclusion that there would be no significant impacts on the project site or in the nearby residential uses.

I16-79 Cont.

The requested approval includes minor park site that will be unusable due to the levels of noise, but this fact has been conveniently ignored by having a sampling program that does not adequately characterize site noise conditions. This is demonstrated by the brief sampling done at Calgrove Boulevard, closet to the proposed park site but further from I-5. Readings there were in excess of 70 dBA, and in over the city's noise standard.

> Threshold NOI-1. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (City of Santa Clarita Municipal Code, Chapter 11.44), or applicable standards of other agencies?

The Department of Housing and Urban Development regulations acceptable exterior noise standards for new home construction of 65 Ldn or less is exceeded by most of the offsite locations sampled by the deficient field study. Onsite noise impacts would be substantially worse and also not meet HUD standards. The City's own noise limits, shown in table 4.12-5 below, would be violated for all residents of the site, including seniors and children based on the results of the noise survey, as would occur also the residents in the immediate project vicinity. This is a potentially significant environmental impact.

Table 4.12-5. City Noise Limits:

Region	Time	Exterior Sound Level (dB)
Residential Zone	Day	65 dBA
Residential Zone	Night	55 dBA

I16-80

The evaluation of Roadway noise levels as shown in tables 4.12-9 through 4.12-12, fail to disclose noise impacts to sensitive uses around the project site. Three of the five offsite measurements exceeded the daytime standard. This is before any of the project's noise impacts are added. There was no measuring of any nighttime noise levels. There is no calcuation for the future level of noise impacts at the mobile home park or any of the residences to the east of Wiley Canyon Road.

Measuring noise levels at intersections and calculating future noise levels as shown in Table 4.12-9 and Table 4.12-10 is of no benefit to the nearby and onsite residents of the project who will be impacted by noise. All of the intersections that were evaluated have no noise sensitive uses in their vicinity. The same offsite evaluation does not include the additional noise from the anticipated 30% in vehicle traffic on I-5 by the year 2035 from a mix of vehicles that will be much heavier and more noise generating. Additionally, none of the cumulative impacts to the residents nearby or onsite are calculated. The cumulative noise impacts from the North County I-5 improvements are not addressed in the analysis nor are the impacts from the connection of Wiley Canyon Road to Via Princessa Avenue. The potential impacts remain significant and unmitigated.

I16-80 Cont.

The noise analysis does not evaluate the failure of noise wall protection on site due to buildings located behind any such wall being substantially taller that the wall itself. The project proposes buildings as high as 50 feet located directly behind any noise wall that is expected to be constructed and may be a maximum of 18 feet in height (to be built by others). The taller building will reflect the noise off of the back of the proposed noise wall back into the site and adjoining neighborhood. This would decrease the sound protection of the wall and result in a potentially significant environmental impact that should be addressed in a revised DEIR.

I16-81

The DEIR does not discuss the construction-related and operational impacts to Noise from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-82

4.13 Population and Housing

The DEIR does not discuss the construction-related and operational impacts to Population and Housing from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-83

4.14 Public Services

b. Police protection?

Captain Justin Diez, Commander of the Santa Clarita Sheriff's Station has stated that crime rates in the SCV went up in 2023 and that morale is very low, "and ...stated it's a countywide challenge, noting that department-wide staffing is at about 75%, but station-level staffing is at about 65%, which is about where the SCV station is." High density apartments will require significant police resources as is seen in various other major apartment developments around the city and unincorporated county.

1. SCV's top cop shares local law enforcement update , https://signalscv.com/2024/02/scvs-top-cop-shares-local-law-enforcement-update/
2. https://signalscv.com/2023/12/luna-touts-advancements-laments-deficiencies-after-first-year-as-sheriff/
3. https://signalscv.com/2024/01/lasd-numbers-indicate-rise-in-crime/
4. https://signalscv.com/2024/03/city-sheriffs-officials-confirm-loss-of-j-team/?utm_source=Signal

Therefore is a potential for a significant impact due to required increases in police protection services.

I16-84

The DEIR does not discuss the construction-related and operational impacts to Public Services from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-85

4.15 Recreation

The project's proposed recreational facilities will be largely unusable due to high levels of both air pollution and noise on the site. Therefore, offsite recreational facilities will be impacted by use from 1,371 new residents and 90 employees and there is a potential for a significant impact.

I16-86

The DEIR does not discuss the construction-related and operational impacts to Recreation from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-87

4.16 Transportation

Page 4.16-17 of the DEIR states:

> The project will increase residential density. To quantify the VMT reduction that results from increasing residential density, the GHG Handbook T-1 Increase Residential Density reduction measure is used. This component is applicable at the project/site level and VMT reductions are achieved by a project that is designed with a higher density of dwelling units compared to the average residential density. For this application, the project's estimated residential density of 40-50 du/acre is compared to the average residential density in the City of Santa Clarita (5-6 du/acre) and nationwide (9.1 du/acre). Based on the methodology outlined in the GHG Handbook and shown in Appendix K1, although the proposed project density would result in a higher reduction, this measure is capped at 30%. This project component would reduce VMT by 30.0%.

This reduction in VMT doesn't appear to be possible without a change in offsite land use that would allow the higher density residential uses to have access to commercial and other services. If two people wish to use a commercial service offsite, the density of the project they are living in would be immaterial to the traffic mode and VMT. Higher density residential areas would still use a vehicle to get to such services and there would be no reduction in the VMT. Moreover, the project proposes 379 residential units on a 32-acre site, which is a density far less that 40-50 dwelling units per acre claimed in the DEIR. What is suggested is that if there were two identical residential projects, but one of them doubled the density and left half of the site undeveloped, it would result in significant drop in VMT, and this is implausible. I16-88

There already is an ADT reduction in the ITE manual for apartments vs. single-family homes, to grant a density VMT reduction is double dipping on the reduction. For purposes of CEQA, the project would need to assume that the VMT would be unaffected by density, unless the project were proposing a new mode of transport or including significant commercial uses along with the residential ones. The only "major transit corridor" that is located near the project is I-5, which further encourages vehicle use and VMT.

The DEIR claims that by limiting parking supply there will be a further reduction in VMT. The project proposes to construct 13% less parking than the City standard by providing a shared parking provision (see Appendix K4 Final Parking Demand Study). To quantify the VMT reductions related to this site design feature, the GHG Handbook T-15 Limit Residential Parking Supply is utilized. As shown in Appendix K1, this component results in a project VMT reduction of approximately 1.23%. Project takes credit for reducing ADT by reduced parking, yet the parking Demand Study (Appendix K-4) says the 966 slots are more than adequate and result in a surplus that will allow residents to utilize all of their desired vehicles and will not result in a reduction of VMT. SCMC Mixed Use Development Standards - Total Parking Required 943. The shorting of residential parking will result in residents using the surplus parking provided by the senior and commercial facilities as overflow parking, and there would be no VMT reduction from reduced parking. I16-89

The VMT analysis, per Table 4.16-5, also fails to account for the senior residential units that will have vehicles and will add to the VMT totals of the project. Assuming there are no residents results in an undercounting of the project's total VMT.

Therefore, per Table 4.16-5, the total quantifiable VMT reduction by above mentioned project components of 30.90 percent is highly unlikely to occur after construction, and the project's VMT remains above the threshold of significance.

I16-89 Cont.

The DEIR does not discuss the construction-related and operational impacts to Transportation from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-90

4.17 Tribal Cultural Resources

The DEIR does not discuss the construction-related and operational impacts to Tribal Resources from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I16-91

4.18 Utilities and Service Systems

Solid waste

4.18.3 Thresholds of Significance
Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The DEIR uses conditions and capacity at both the Chiquita Canyon and Sunshine Canyon Landfills to demonstrate that the project would not generate solid waste that would impact local infrastructure. However the solid waste disposal contractor for the city only sends municipal waste to the Chiquita Canyon Landfill.

The Chiquita Canyon Landfill currently is subject numerous enforcement actions from the South Coast Air Quality Management District, the Regional Water Quality Control Board and other agencies. There have been calls from the public and local politicians to shut down the landfill due to odor impacts and contaminated leachate. Recent articles include:

1. Water Board Hits Landfill With Another Violation, SCV Signal, March 28, 2024
2. Residents Remain Skeptical Over Response to Landfill, SCV Signal, March 22, 2024
3. Congressman Garcia Calls for Landfill Closure, SCV Signal, March 12, 2024
4. Schiavo Calls for State of Emergency in Response to Chiquita Canyon Landfill Crisis, SCV Signal, 3/12/24

I16-92

Therefore, the local infrastructure is already impacted, and the additional waste from the project is a potentially significant impact. I16-92 Cont.

The DEIR does not discuss the construction-related and operational impacts to Utilities from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-93

4.19 Wildfire

The DEIR does not discuss the construction-related and operational impacts to Wildfire risk from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review. I16-94

6. Alternatives

DEIR fails to provide a "reasonable range" of alternatives to the proposed project. This is especially true because the DEIR assumes that there is just one potentially significant environmental impact when, as demonstrated in the text above, the project has significant impacts in the following categories:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Land Use and Planning
5. Noise
6. Public Services
7. Transportation
8. Utilities

I16-95

The list of alternative projects includes Alternative Two that would make the project's impacts significantly worse and Alternative Three which meets few of the project's objectives. There is only one Alternative (other than the No Project Alterative) that reduces the single significant impact in the DEIR.

> Alternative 4 would *meet all the project objectives with the exception of partially meeting Objective No. 1 given that no retail/commercial is proposed*. Therefore, Alternative 4 is identified as the environmentally superior alternative given that it would meet *all* project objectives. (emphasis added)

The public and The Planning Commission need to genuinely know whether or not this environmentally superior alternative meets the projects objectives. If it does, then baring a determination of infeasibility, this must be the alternative selected by The Planning Commission. If Alternative 4 does not meet the objectives, then the arbitrary deletion of the 8,914 square feet of commercial space proposed in the proposed project is just an artifice to rule out the clearly environmentally superior to

the proposed project. Since this alternative retains more open space than the proposed project, the minimal amount of commercial use could have been included in Alternative 4.

The limited number and type of alternatives in the analysis fails to provide a reasonable range of choices to the Planning Commission. A number of additional alternatives would be required to fulfill the analysis requirements as alternatives are considered "The heart of CEQA".

I16-95 Cont.

No alternative sites were used to evaluate possible alternatives to the proposed project. There are sites in the city that are far more suitable for a high-density residential project such as this. Four superior sites are:

1. The 13-acre site located on the south side of Wiley Canyon Road between Orchard Village Road and the Wiley Canyon Road bridge (currently for sale)
2. The 24-acre parcel on the northeast corner of Circle J Ranch Road and Railroad Avenue (currently for sale)
3. The Valencia Town Center site, where a revision of the proposed plan could include the uses proposed for the project site.
4. The southwestern corner lot of Soledad Canyon Road and Railroad Avenue (old K-Mart site).

All four of these locations would be superior to the proposed site with fewer impacts in all of the categories listed above. The transportation infrastructure is better suited for high density uses in that the roads are all at least four-lanes in width and transportation centers are closer to all of the sites. The majority of these sites have high-density residential uses nearby and no single-family homes as close as the proposed project is to the mobile home park. As the adjoining land uses are not single-family detached homes the uses more compatible with the massive residential buildings of the proposed projects. These sites also have significantly more and varied commercial uses in their vicinity and could function as mixed use projects in a superior manner to the proposed project, since residents could use non-vehicle transportation to access a wider variety of commercial uses.

I16-96

There are no state or federal jurisdictional waters on any of the sites that would be impacted and the sites are urban lots and void of biological resources. The sites are closer to the urban center and will not block hillside views from public viewing points. Moreover, there is no obnoxious adjoining land use like I-5 that will result in new residents being exposed to significant impacts from noise and air pollution and compounding those impacts on the existing neighborhood. None of these alternative sites lie within the 500-foot freeway setback recommended by CARB and SCAQMD for the protection of residents' health.

For these reasons, and others, a wider range of alternatives to the project must be included the DEIR in order for the city to comply with CEQA. The alternatives analysis should be revised accordingly, and the document must be recirculated.

In sum, the DEIR is woefully deficient and fails to disclose to the Planning Commission and the public the significant environment effects of the project. The document's shortcoming should be corrected and recirculated for public review. I16-97

Julie and Jeff Ford
Newhall

From: Erika Iverson
Sent: Thursday, April 11, 2024 3:10 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon/Calgrove Project

From: Debbie Karloff <gadk1@ca.rr.com>
Sent: Thursday, April 11, 2024 2:00 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; RACkark@santa-clarita.com; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Gibbs@santa-clarita.com
Subject: Wiley Canyon/Calgrove Project

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My name is Linda. I am a resident of Canyon Country and a victim of Sand Canyon and Soledad project. There has been a massive increase of dirt in the air on our houses cars yards and persons.
When the wind blows the entire valley is covered in dirt. I myself have had severe eye problems. Now my house ducts for heating and air conditioning are full of dirt and constantly need to be changed at my
expense. Because of excess dirt moving this Wiley Canyon project will add mor dirt in the air and health issues. There will be a possible class action lawsuit against the builder as well as the city.

Did you ever consider health hazards on these projects involving dirt removal and replacement.?

I17-1

Linda Bateman
Salon and Minter court
Canyon Country
Soledad Garden Homes

From: Erika Iverson
Sent: Thursday, April 11, 2024 3:10 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon/Calgrove Project

From: Debbie Karloff <gadk1@ca.rr.com>
Sent: Thursday, April 11, 2024 1:32 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; RACkark@santa-clarita.com; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Gibbs@santa-clarita.com
Subject: Wiley Canyon/Calgrove Project

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Parking is a huge issue. There is not enough parking spaces to accommodate all the residents that will be living and visiting there. I've driven over to the Mulberry home park during the week and on the weekend and there has been counted 96 to 115 cars parked on Wabuska and Hawkborn. Where do you think they'll be parking? At the building site? In other peoples neighborhoods? I18-1

If this goes through it would be such an eyesore. Four stories does not fit in with the surrounding neighborhoods. There isn't any building in the surrounding area that is 4 stories. Please do not let this happen!!! I18-2

Deborah Karloff
25162 Fourl Road
Newhall Ca 891321

From: Erika Iverson
Sent: Friday, April 12, 2024 9:53 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Comment on DEIR for Wiley Canyon Project

From: Tim Boydston <timbenboydston@yahoo.com>
Sent: Friday, April 12, 2024 8:15 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Annette Lucas <onecampaignlady@gmail.com>
Subject: Comment on DEIR for Wiley Canyon Project

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Please confirm receipt of this comment. I19-1

Wiley Canyon has always been a proposed 4 lane connector which would terminate at the junction of Calgove adjacent to the on-ramps of the 5 freeway.

The reduction of the road from a proposed 4 lane, to a 2 lane road needs to be addressed. I19-2

The traffic counts and impacts to Lyons Avenue needs to be studied. I19-3

The traffic study needs to look at projections which include the amount of cross valley traffic that Wiley Canyon will carry when the road is connected to Golden Valley and Via Princessa. This is a major cross valley connector. I19-4

Thank you for your due diligence,

TimBen Boydston

From: Erika Iverson
Sent: Friday, April 12, 2024 9:51 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Development

From: Craig Nagasugi <cknfun@icloud.com>
Sent: Friday, April 12, 2024 8:02 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Wiley Canyon Development

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Hello.

I am a resident of the Hidden Valley. While I am not a huge fan of the Wiley Canyon Project, I'm also not opposed to it being built as long as it doesn't create excess traffic or safety issues. I was frustrated to hear that the developer is proposing to leave Wiley Canyon a two lane road. If the developer isn't willing to widen Wiley Canyon then their ability to develop the property should be revoked. The fact that the city is even considering to allow the developer to leave Wiley a two lane road smells funny. This is nothing more than the developer shoving money into their pockets at the cost of our **quality of life and public safety**. I20-1

I'd like to know who they contribute to in political campaign funding. I20-2

Please do NOT allow this development to move forward without a commitment from the developer of expanding Wiley Canyon Road to FOUR LANES! I20-3

Thank you for your time and consideration.

Best regards,
Craig

Craig Nagasugi
23426 Thornewood Drive
Santa Clarita, CA 91321
949-230-8944
cknhome28@gmail.com
Sent from my iPhone

From: Erika Iverson
Sent: Friday, April 12, 2024 12:28 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon/Calgrove Project

From: Debbie Karloff <gadk1@ca.rr.com>
Sent: Friday, April 12, 2024 11:53 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; RACkark@santa-clarita.com; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Gibbs@santa-clarita.com
Subject: Wiley Canyon/Calgrove Project

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In reading over the DEIR the project planner did not address any of the concerns written by the Santa Monica Mountain Conservancy. In its August 15th Notice of preparation comments the Conservancy requested specific detailed habitat connectivity analyses for two connections through the proposed project from habitat located west of interstate 5 to a habitat block that abuts the east side of Wiley Canyon Road. The subject property includes a portion of that habitat block which contains a parcel owned by the Mountains Recreation and Conservation Authority (MRCA) . The Conservancy's concerns and comments about habitat connectivity and the inclusion of DEIR alternatives to address the issues were totally dismissed in the DEIR.!

The first unanalyzed habitat connection is under the freeway by channel and culvert via the south fork of the Santa Clara river to the above -described habitat block. The DEIR refers to the south fork of the as a regional wildlife corridor but totally dismisses/omits the portions of the south fork both within and adjacent to the project site as mot being a wildlife corridor because its functional presence does not affect whether a habitat will become isolated and because it is not contained in the South Coast Missing Linkages Study. The SMMC begs to differ. Adequate connectivity to both much further northward open public lands via the south fork and to the described habitat block depends on how much development adversely affects the existing habitat in both the south fork and its immediate buffer lands. I21-1

The second unanalyzed habitat connection is via culvert under the Old road and freeway that carries Lyons Creek (from an MRCA property) to both the south fork of the space to an unfenced unchannelized section of the Santa Clara River. The MRCA also owns land in this east of Wiley Canyon Road habitat block.

The proposed project is doing everything wrong to maintain adequately buffered riparian habitat and maximum ground water infiltration in the Santa Clarita Valley. To begin with the project needs import 100000 cubic yards of dirt 30 feet down to get out of a major flood plan is a big red flag!! A project that needs to excavate and compact almost a million cubic yards of alluvium in a flood plain is another large red flag!! The proposed project retention basins and recreation areas would just be a token band aid patched onto the huge comulative low groundwater level and riparian habitat loss wound that is occurring throughout the valley. I21-2

Since none of these issues were addressed in the DEIR please address and rethink them now!! That property is a huge egress and ingress for the wildlife to be able to traverse into Towsley Canyon. The abundance of wildlife that we see in the daytime is big alone. I21-3

Deborah Karloff
25162 Fourl Road
Newhall Ca

From: Erika Iverson
Sent: Monday, April 15, 2024 10:05 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Eds questions and concerns wiley project
Attachments: Eds questions and concerns wiley project.docx

From: ed@25score.com <ed@25score.com>
Sent: Saturday, April 13, 2024 5:50 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Eds questions and concerns wiley project

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Please file this and respond. I22-1



Ed Bersntein
President 25Score
Mobile 818-437-4619
Office: 661-257-2673 x151
Web www.25score.com
Email ed@25score.com

I am Ed Bernstein, my wife and I have been in Santa Clarita for going on 35 years We live at 24634 Fourl Road Newhall Ca. 91321. 818 437-4619 is my cell.

We would like to have our questions and concerns addressed, and answered per the process that has been explained to us. Below are some of our main concerns.

I22-2

1. Going back to 1960 and again in 2012 with the One Valley One Vision the City has planned to Make Wiley Canyon a 4-lane road. This is the main issue Santa Claritas' best and brightest came up with.

2. 12 years later this plan is on track to be thrown out for ever. I we do not put in the road across the Smiser property land as designed There will not be a path to do it later. Either build it now or make a 90 plus foot wide path through the property, to be turned into the road that is supposed to be there. It is so much better to do it now. So much less disruptions with the new road not affecting the local residence till the final connection is built, Round-about or not.

I22-3

3. Safety concerns: Even with the addition of traffic circles, the additional car and delivery truck traffic added by this large project will be substantial and dangerous to the residents of nearby communities and children leaving school. The traffic design of Wiley Canyon does not conform to the City General Plan traffic element. Please reduce the size of this project to protect our community and existing school and church traffic.

I22-4

4. Environmental impact: Wiley creek currently represent the only wildlife corridor where animals can move from the Santa Clara River, through the South Fork and into Towsley Canyon. The city must protect this wildlife corridor. Please do not approve a plan without consulting the Santa Monica Mountains conservancy as to how this important movement corridor can be sustained. If downsizing the project is required, please do that. We also request that the destruction of oak trees for roundabouts be prohibited.

I22-5

5. Legal issues: Ownership and right-of-way issues may arise when building on old roads. Please do not approve this project without ensuring that all right of way and other legal issues have been resolved. We understand that this project and traffic model is not consistent with the City of Santa Clarita Circulation element. Please resolve this issue by reducing the size of the project.

I22-6

6. Cost implications: Retrofitting Wiley Canyon Road for this large a new development will be expensive. The developer must bear these costs, not the public. How will the Council ensure that what happened at Vista Canyon development with the failure of the promised bridge addition, does not happen here? We ask that you require a bond for any road improvements. Failure by the developer to pay for the road improvements should preclude any project approval. We do not want a project that adds traffic and noise to our community, and then increases our taxes as well.

I22-7

7. Accessibility issues: Will Wiley Canyon Road meet accessibility standards for people with disabilities by providing sidewalks and turnouts without removing oak trees and Wiley Creek? Trees for shade must be provided,. natives are best for this as they are more likely to withstand the heat.

I22-8

8. Noise pollution: Residents will experience increased noise pollution due to traffic on Wiley canyon old road. This includes ambulance sirens.

I22-9

9. Aesthetic concerns: Development of this project will detract from the aesthetic appeal of the area. The community and others will no longer be able to see or enjoy the nearby open pace and mountains. The allowed building height should be reduced. I22-10

10. Property values: Added traffic noise, loss of the aesthetic natural beauty of the community will reduce property values for adjacent neighborhoods. I22-11

11.

12. Emergency services: The additional traffic will affect access for emergency vehicles for the future residents of this facility as well as existing residents. This includes fire trucks in this area where open space is subject to wildfire and the community has already been threatened by fires advancing from the south. It also includes ambulances, which may be required more often by the nature of this facility. Please identify how much additional time will be needed to access these areas. I suggest you remedy this problem by reducing the size of the project. I22-12

13. Drainage problems: Heavy rains in the 2006 event led to flooding of these areas and the adjacent trailer park. Diminishing Wiley Creek will increase this danger. It is important that Wiley Creek and the flood plain be preserved to eliminate this problem. The State of California recently released a report that found that the best ways to avoid flooding it to preserve the flood plains of creeks and rivers. This will also help with groundwater recharge and ensure that our water supply is viable for future generations. I22-13

14. Land stability: Development on flood plains usually presents a geological stability problem during earthquakes because the soil will liquefy. This can be addressed with expensive additional infrastructure. Can the developer provide this? A multi-story building for seniors including a mental care facility where residents and patients will have physical impediments to exiting the building is not a good choice to permit in this dangerous seismic zone. I22-14

15. I do not believe the traffic estimates are even close to what they will be soon. Wiley Canyon will be blowing up in traffic much sooner than anyone thinks. Because every house in Santa Clarita can make each room in a house or building is own condo. The traffic is just not predictable. Building the final plan now keeps the city from under building the 2 main inlets from the freeway. I22-15

16. Mitigation should be in place for the residences that will have poor air quality in and outside their homes. Funds to pay for room air filters, solar panels being cleaned. Auto air filters replacement. I22-16

17. The plan is to have 7 months of trucks coming down Wiley, during the work to fill the land to the right height. It did not say how long it will take to dig 30 feet down and recompact the dirt that is there. The amount of dust will substantial I22-17

Submitted 4-13-2024

From: ed@25score.com <ed@25score.com>
Sent: Saturday, April 13, 2024 5:51 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: The qsuestion pachage.

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Just in case you do not have a copy.

I22-18



Ed Bersntein
President 25Score
Mobile 818-437-4619
Office: 661-257-2673 x151
Web www.25score.com
Email ed@25score.com

From: ed@25score.com <ed@25score.com>
Sent: Friday, April 12, 2024 7:44 PM
To: calgrovecorridor@aol.com; Weston Monroe <gazeboman62@hotmail.com>
Subject: the pdf



Ed Bersntein
President 25Score
Mobile 818-437-4619
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Wiley Canyon Roadway and Project

Some History
Thoughts
Questions ?
&
Why's ?

Previous Thoughtful Planning
For the Good of the Many
To a Now New Design for the
Good of the FEW

I22-19

Thank you for taking your time to read and consider what is being presented to you today. Myself and my neighbors are not against development, just the road design and safety concerns it seems to create. Eliminating good ingress and egress for all safety first responders and the large general public mass of the city citizens. We are not trying to say or show that something was done wrong, but what was planned for and done right. This small report is to help explain what was considered and done correctly to date and in the past wisely when panning for the future larger good of the people in the city as it grows.

I22-19 Cont.

We need to first start away from the Wabuska to Calgrove section of road to be developed and examine the cross valley Via Princessa 6 lane connector Major Highway to be constructed. When this Highway is created and finished, it easy to understand that it will be a major cross valley corridor roadway for a major part of the Santa Clarita general public. With consideration that currently all traffic across the valley only has two routes from the 14 Freeway to the I-5 Freeway. ONE: Sierra Hwy to Newhall to Railroad to Lyons or TWO: Soledad Cyn to Valencia.

Without much thought, it is easy to imagine that roughly 1/3rd of the traffic of both of these main Valley traffic arteries will switch to using this new 6 lane highway when completed.

When we look at the Wiley canyon uncompleted bridge over Railroad scheduled to become 6 lanes and then from the bridge to Lyons Ave to become 6 lanes, then Lyons to Wabuska to become 4 lanes. Why then 4 lanes to become 2 after being 6 before Lyons and all the way to the 14 freeway along Via Princessa?

I22-20

When I leave my residence in Valencia Hills to head south into the San Fernado Valley or farther. I will enter my destination in my phone and maps guidance system. There GPS and AI take over to my final destination desired. I do not need to be instructed how to reach the freeway, I just do it before I begin, so I do not need to do it while driving later in my travels and be unsafe while driving. What this does tell me by happenstance is the best suggested route to the freeway (Shortest and quickest) which like myself and most everyone in today's world and our lives here follow those instructions blindly. Every time it routes me onto Wiley Canyon, past across Lyons and over to Calgrove. Not once has it ever directed me to turn right at Lyons and to the I-5

So, let us take a short look at some history. Wiley Canyon from Powell to Calgrove was originally an old horse trail, which became a wagon road that ran along a creek

I22-21

and the base of a hill. Over time these organically became roads with no plan, just follow the path of least resistance and natural flow. Let us look at Old Newhall on the Eastern side of the valley. These to were old horse trails and wagon roads that organically formed and were followed. All created in the 1800's and early 1900's without a plan. Now in modern times and all the changes in the vehicles and traffic. Crazy efforts, plans and construction in those areas and we still have poor traffic congestion and issues with no further way to improve it. Trapped by development, buildings and structures many done without a plan long ago. Or the forethought of what was coming.

This is why a good plan was made by the county of Los Angeles years ago for bigger better roads across the valley on the west side in a Master Plan. Landowners, Developers, Business people and LA County Land Development dept were held to this plan. Evident by many items measured, surveyed, built, located and placed just right accordingly to a plan that was good then, the same as it is now. Please remember when viewing this evidence. Most all of this was open, bare land with nothing to truly reference from. Just open space, fields, meadows, and hills.

A large well thought out measured and surveyed plan existed.

So, the sad mistakes and happenstances of other parts of the valley do not occur again, where a no plan follow a creek or mountain topography organic design caused long standing uncorrectable roads to happen.

I22-21 Cont.

Now let us take a short look at the many items already planned, required and built by others for this well-designed plan. Landowners, Developers, and Business People required to give up, sacrifice, taken under eminent domain, build or combination of all for the not the benefit of the few, but for the greater good of the many and the citizens of the city.

1) Mobile Home Park and wall location and line
2) Wiley Elementary School and Wiley Cyn
3) Spill ways and Culverts allowing evenly 22ft spacing
4) Corners of Canerwell St and Wiley Cyn
5) Calgrove and Wiley Cyn North East corner
6) Calgrove and Wiley Cyn South West corner
7) Wiley Cyn along the Gym parking and past
8) Property back wall lines along South Wiley
9) How the two planned and so far, built ends connect

I22-22



I22-22
Cont.

1: Mobile Home Park wall Location and Line

Property development line established and located so as to leave
Enough space for a well planned Four lane Road
Built in 1960



I22-22
Cont.

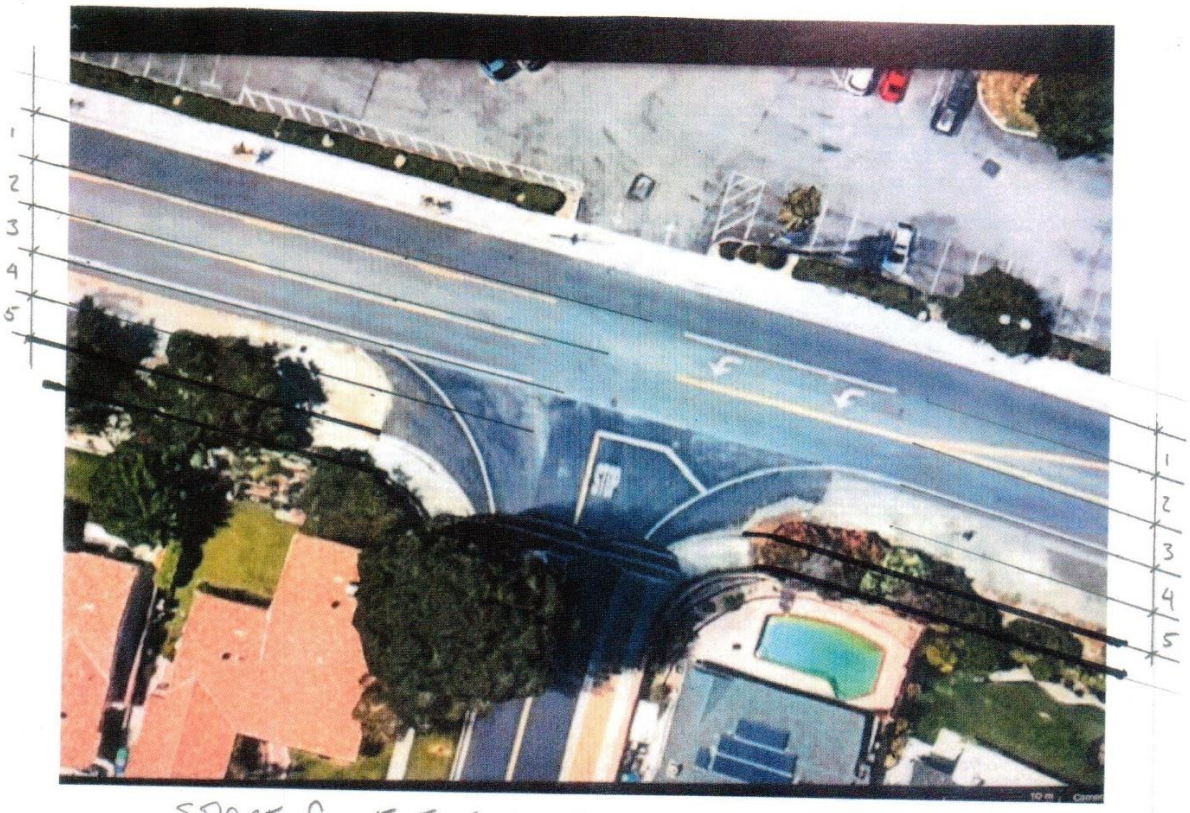
2: Wiley Elementary School and Wiley Cyn

Developed and built in 1966 across from homes built in the 50's
Allowing enough space for a well planned Four lane Road
Built in 1966



I22-22
Cont.

3: Spillways and Culverts Allowing allowing evenly 22ft spacing from road Culverts

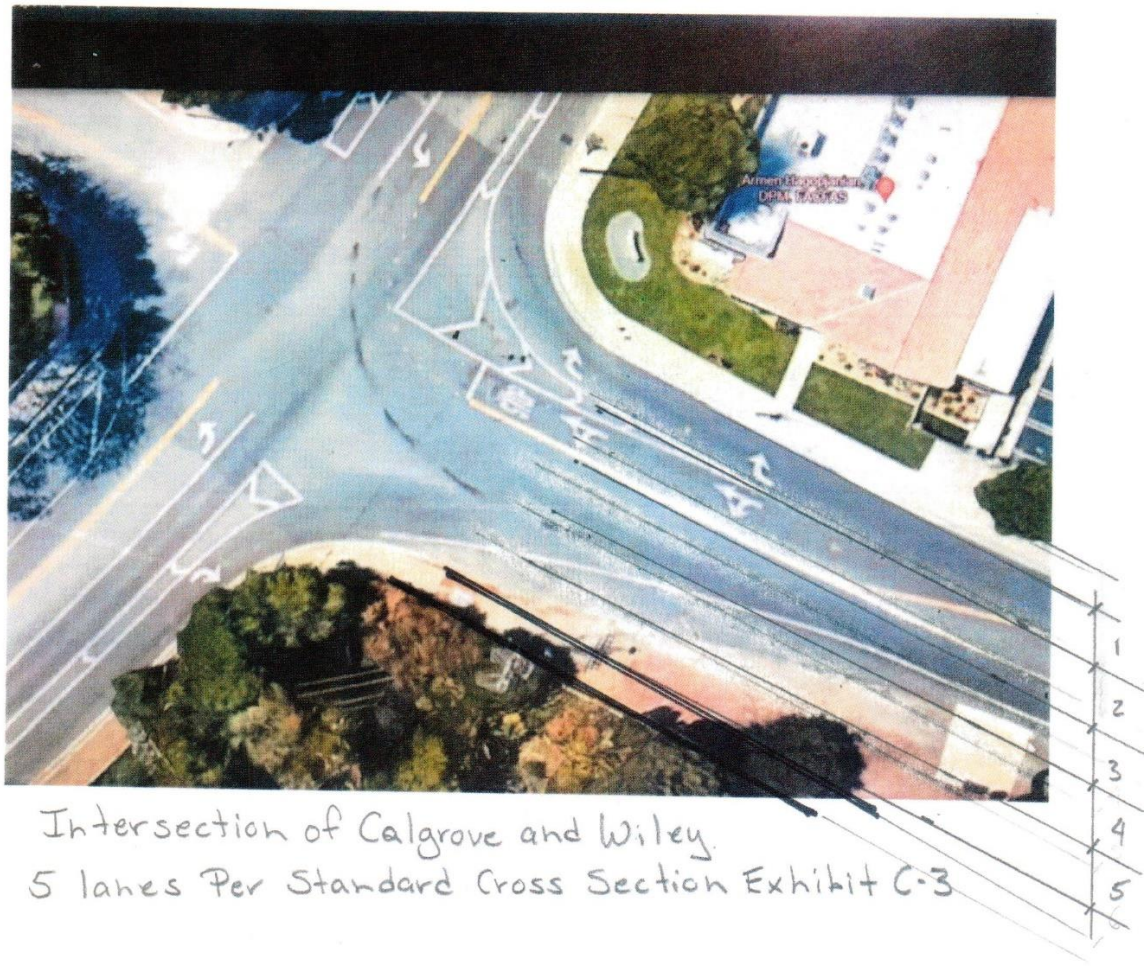


SPACE for 5 EVENLY DIVIDED LANES
PER Standard Cross Sections Shown in Exhibit C-3
for both City and County area's of the Santa Clarita Valley

I22-22
Cont.

4: Corner of Canerwell St. and Wiley Cyn

A Development done against near open bare land that a street and concreted well place curbs and sidewalks placed for future access to a Four lane Road
Built in 1963-64



Intersection of Calgrove and Wiley.
5 lanes Per Standard Cross Section Exhibit C-3

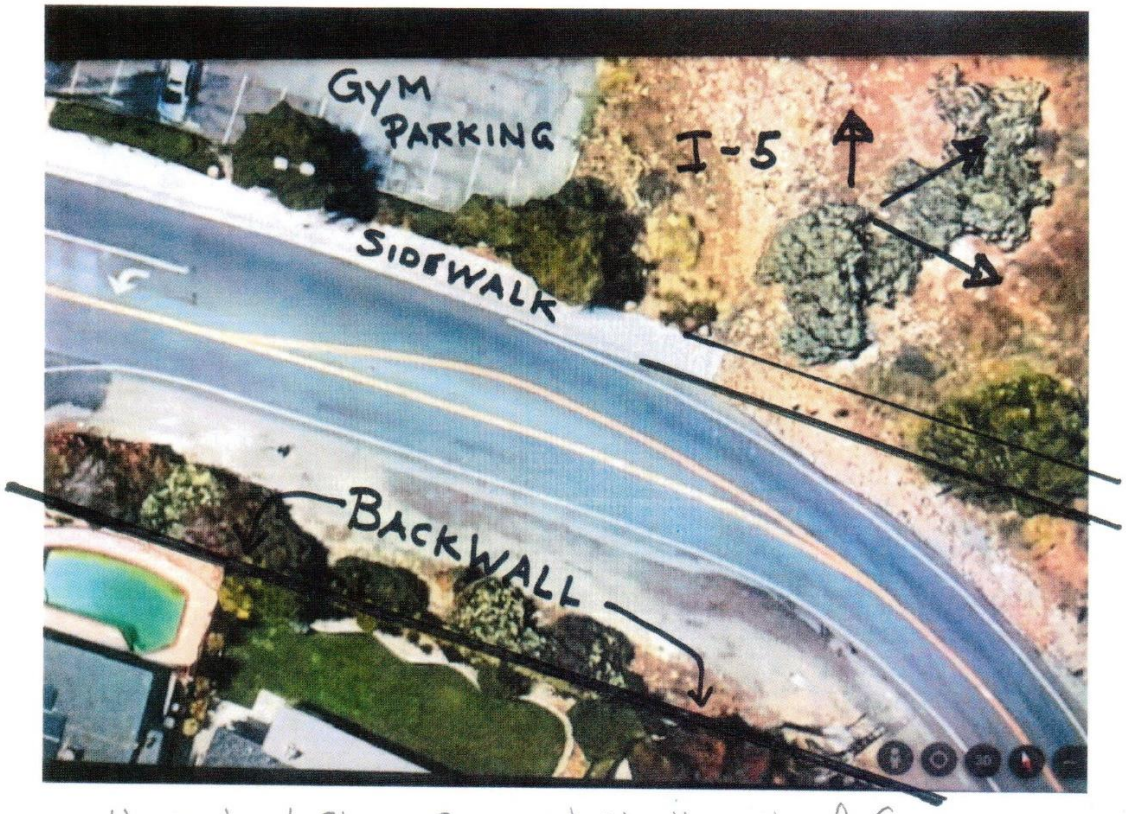
I22-22
Cont.

5: Calgrove and Wiley Cyn N E Corner

A corner and new property line wall placed in open lands as to leave enough space for a well planned Four lane Road
Built in 1963-64

6: Calgrove and Wiley Cyn S W Corner

A Corner and new property line, sidewalk and curb built with enough space for an intersection large enough for a Four lane Road and turn lanes
Built roughly 1970-71



Hazardest Sharp Curve at North end of Gym

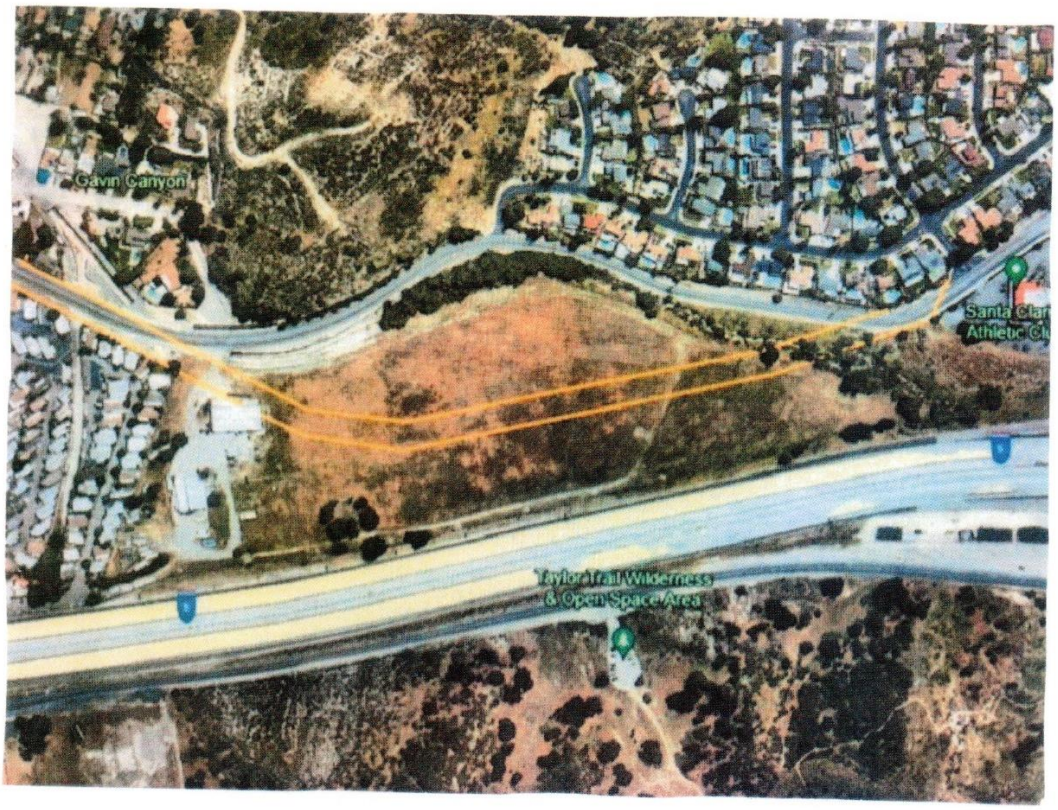
I22-22
Cont.

7: Wiley Cyn along the Gym parking and past headed North

A sidewalk and curb built past the parking lot pointed to seeming nowhere and the just ending connected to nothing. Placed when open land and space and leaving enough space for a Four lane Road
Built in 1972-73

8: Property back wall lines along Wiley Cyn

Another example of open space land sacrificed by a Landowner and Developer which reduced the size of home lots and possibly the ability to construct additional homes for profit for the good of the many leaving enough space for a Four lane Road
Built in 1963-64



I22-22
Cont.

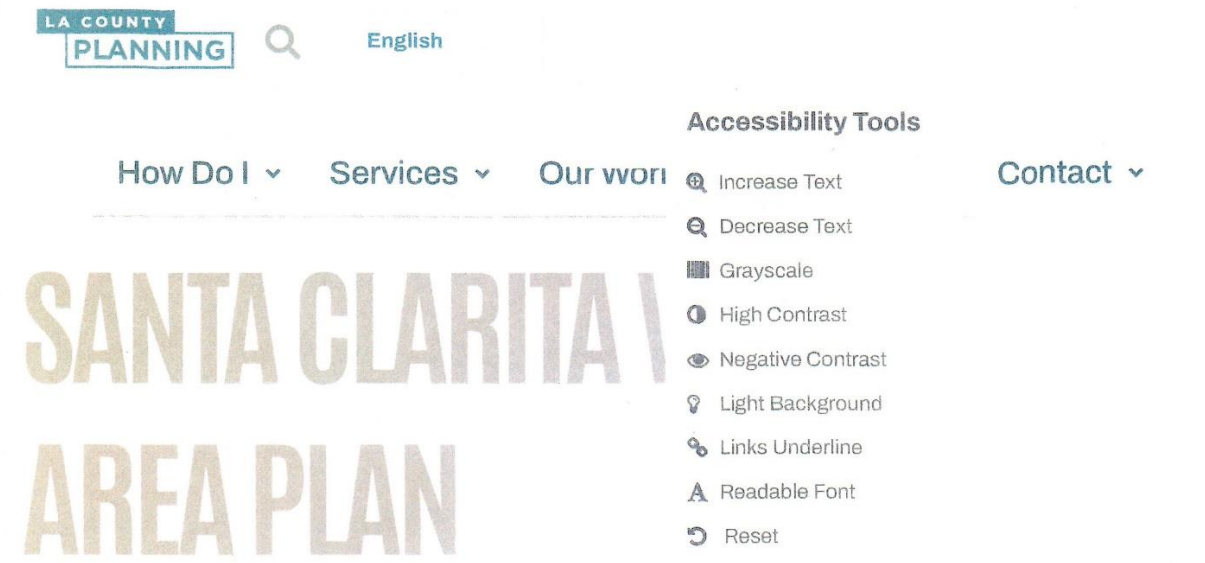
9: How the two Planned and so far, Built ends Connect

All of the forementioned and shown items did not happen by chances or by willingness of the Landowners, Developers or Business People
It was required and laid out well in a good Master Plan Vision to not repeat the mistakes made in the past and other side of the Valley. (uncorrectable) for the good of the greater good of the many citizens and future residents of the City.
Why is not all of this great planning, sacrifices, energies, monies spent and builds of the past being utilized and connected in the way it was planned for and intended for the greater good of the city citizens????????????? WHY ?



Wiley at North end of Smizer Property
Clearly Planned and enough Space for the required
4 lane Road Per One Valley One Vision in the
Circulation Element City of Santa Clarita General Pl
Between Wabuska Street and Calgrove Boulevard

I22-22
Cont.



Home > Long Range Planning > **Santa Clarita Valley Area Plan**

The Santa Clarita Valley Area Plan (Area Plan) was adopted by the County Board of Supervisors on November 27, 2012 and took effect on December 27, 2012. The Area Plan is a component of the County General Plan which provides goals, objectives, policies, and implementation actions that apply only to the unincorporated portions of the Santa Clarita Valley. The Area Plan is a component of "One Valley One Vision", a joint planning effort with the City of Santa Clarita. The other component is the City of Santa Clarita General Plan, which was adopted by the Santa Clarita City Council on June 14, 2011. Together, the County's Area Plan and the City's General Plan provide a unified vision for development and conservation for the entire Santa Clarita Valley.

On November 27, 2012, the Board of Supervisors also adopted two ordinances amending Title 22 (Planning and Zoning) of the County Code. Both ordinances also took effect on December 27, 2012. The Area Plan's Trails Map was adopted on January 16, 2007.

I22-22 Cont.

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FINAL DOCUMENTS

- Santa Clarita Valley Area Plan
- Santa Clarita Valley Area Plan – Trails Map
- Board Resolution
- Final Environmental Impact Report
- Draft Environmental Impact Report
- Maintenance Project

SANTA CLARITA VALLEY AREA PLAN MAINTENANCE

The Santa Clarita Valley Area Plan will be regularly maintained and update as needed. The Santa Clarita Valley Area Plan Maintenance Project was adopted on October 30, 2018. The Plan Amendment items became effective October 30, 2018 and the associated zone changes became effective November 29, 2018.

I22-22
Cont.

Plan Amendment

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Roadway/Segment	Improvement	Comments
Stevenson Ranch Parkway		
Between The Old Road and Pico Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Valencia Boulevard		
Between Long Canyon Road and existing Valencia Boulevard terminus just west of Boulder Crest Drive	Construct new 6 lane Major Highway	
Between I-5 freeway and McBean Parkway	Reconstruct roadway from 7 lanes to an 8 lane Major Highway	
Via Princessa		
Between existing Via Princessa terminus just east of Claibourne Court and existing Via Princessa terminus just west of Sheldon Avenue	Construct new 6 lane Major Highway	Gap closure segment
Between Sheldon Avenue and Rainbow Glen Drive	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Rainbow Glen Drive and Whites Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between SR-14 freeway and Lost Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Whites Canyon Road		
Between Ashboro Drive and Soledad Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Wiley Canyon Road		
Bridge over Railroad Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes bridge widening
Between bridge over Railroad Avenue and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Lyons Avenue and Wabuska Street	Restripe roadway from 2 lanes to a 4 lanes	
Between Wabuska Street and Calgrove Boulevard	Widen roadway from 2 lanes to 4 lanes	

Standard Cross Sections

The standard cross sections shown in Exhibit C-3 are adopted for both City and County areas of the Santa Clarita Valley.

I22-22 Cont.

The Wiley Project DEIR Comments to be documented

Hello to all the referenced;

City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

RE: The Wiley Project to be noticed in the DEIR Comments

It is important to consider the potential impacts and implications of modifying the General Plan Circulation Element in relation to the proposed project and the overall traffic network.

By removing Wiley Canyon Road as a Secondary Highway and downgrading it to a different designation, it would be necessary to conduct a reanalysis of the Circulation Element network based on current traffic conditions and projections.

This reanalysis should consider the existing environment and traffic projections, considering both City and County conditions, known projects, and anticipated projects.

The area-wide traffic model should be upgraded to reflect today's traffic conditions and calibrated accordingly.

Only after conducting a General Plan level analysis for area-wide impacts can the project-specific traffic impacts from the development of the Smizer site be accurately assessed.

I22-23

The removal of Circulation Element secondary highways along the Wiley Canyon Road and Calgrove Boulevard corridors is a matter of concern for residents, particularly due to the historical controversy surrounding the impacts of a Calgrove Boulevard through-traffic closure.

The long-term impacts to Wiley Canyon, Lyons Avenue, and McBean Parkway, which were addressed and studied as part of the City's first Circulation Element and subsequent amendment in the 1990s, need to be taken into consideration.

Considering that Wiley Canyon Road is currently designated as a Secondary Highway with a capacity of four lanes estimated to handle 36,000 trips on the network at LOS E, it is essential to assess how the area-wide trips will be accommodated and redistributed on the citywide network if both Wiley Canyon and Calgrove Boulevard are not developed as envisioned and required by the City's General Plan Circulation Element.

Additionally, it is crucial to evaluate how the traffic generated by the proposed project will contribute to the impacts anticipated from the removal of Wiley Canyon as a Secondary Highway.

Regards

Annette Lucas

24618 Fourl Road

Myself and my neighbors here are mostly capitalist at heart, not against development that creates jobs, income and importantly taxable income and assets for the City.

We just wish not to create a traffic headache.

From a long-standing Master Plan evident by the many items already built and planned and half done for one purpose.

A four-lane road to be built not a two lane.

How is Wiley Canyon north of Lyons to become six lanes evident by the bridge over Railroad Ave per the master plan, three lanes north of Lyons to become one lane south of Lyons.

Three does not go into one easily! Have the developer build the road as planned and design around it.

The planners saw this, planned for it, and started it.

Why are we not just finishing it and not wasting all that has been done and planned for.

Look at Old Newhall, Old San Fernando Road, now Newhall and Railroad. Created in the late1800 hundreds and early 1900 hundreds without a plan.

All the efforts made to make it better and still trapped with the poor traffic patterns. This is why a good plan was made years ago here on this side of the valley. Developers and City were held to it.

So, we did not respect a no plan and followed a creek or a mountain ridge design. Let's just go back in history and drive our wagons.

The thoughtful work was laid and planned.

Why are we now not following it?

I22-24

Why was that mobile home area (storage & parking lot and not homes lots allowed to be placed there when it was first constructed in the 1960's

The park has 109 lots, when there could have been thirteen more in that area generating more long-term income earning spaces. Taxable income spaces.

I22-25

Now we move forward to 2007 when the One Valley One Vision preview and joint effort of the County of Los Angeles and the City of Santa Clarita began.

I22-26

16 of 25

Wiley again is noted as being a two-lane road in the review. When that document and plan had been studied unknown times over the next four years, it was still determined to be a four-lane road.

Why has all of this early work and identifying good planning that started in the 1950's began execution in the 1960's into the late 1990's with the cross-valley connection bridge over San Fernando Road, now Railroad, reviewed and still found to be a good planning and stated in the One Valley One Vision plan now being ignored.

Sidewalk and curb past health club is lined up to go straight into the Smizer property.

The area before Mr. Smizer bought it was to be car dealership row, a main street in the middle and car dealerships on both sides.

Someone did a lot of work surveying and construction laying it out and starting it from both ends.

The only change is the homeowners built a street at the end of Fourl that was not in the plan.
This could be closed easily to remove neighborhood traffic guided by maps, AI or passing by traffic.

I22-26 Cont.

Everything from the wash over east was to be open space and Wiley as it is now to be abandoned to become a bike, hiking path or paseo.

There must be a plan somewhere. Old L A County land and development and traffic division.

A government record search or request should be performed by all involved. This plan was presented when the Wiley Canyon bridge was built.

Not sure where the old master plan went.

The question is why it all was done if not in a plan and so well done.

Eight independent items constructed over 30 years in what was open land. All still add up and perfectly to a plan.

People do not spend money like that for no reason.

17 of 25

If left the way it is, what happens to the land not used along the mobile home park that had been taken away to straighten Wiley.

I22-26 Cont.

Has anyone contacted the mobile home park owners? I did this and they have nothing in the files but the manager just remembers (she is on site manager that lives there).

I22-27

I drew what I had seen in a plan at one time. I can present this; I still hold part of the file.

Why is not all of this being researched, studied, and applied?

What am I missing?

I22-28

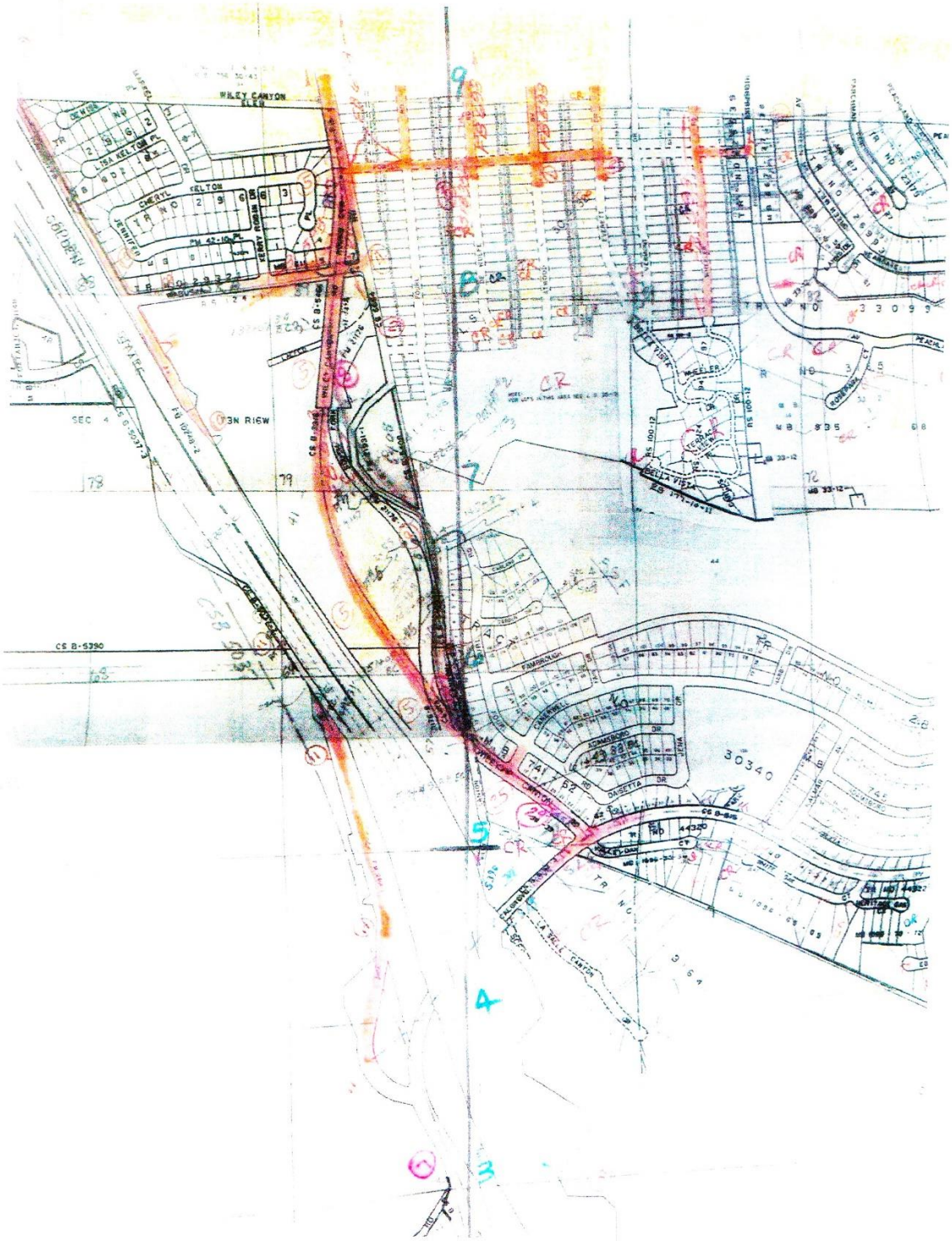
Wiley Cyn Developers Plan

Good of the FEW

LA County Planning Engineers and City of Santa Clarita Plan One Valley One Vision

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I22-28
Cont.



I22-28
Cont.

1. Why are many pre-built required infrastructure developments along Wiley Cyn Rd not being utilized, especially considering the Master Plan or General Plan requirements dating back to the 1960s? I22-29

2. Why isn't space available for future 4-lane expansions being preserved along Wiley Cyn Rd, similar to other areas like Copperhill from Haskell Cyn to David Way, as outlined in the OVOV General Plan?

3. How many ADUs, JADUs, and SB9 multi-living units are forecasted for existing neighborhoods and major future developments along the Via Princessa/Wiley Cyn corridor, and how is this being considered for added occupancy and vehicle traffic, particularly when Wiley Cyn Rd is connected to the 14 Freeway? I22-30

4. How will the Dockweiler Road parallel to Newhall from 13th to Lyons help redistribute vehicle traffic from Wiley Cyn, and where is Wiley Cyn's reduction in vehicle traffic shown or mentioned in the planning documents? I22-31

5. What does "very little development anticipated" for the corridor mean, and what are the start and stop points of this corridor being referred to? I22-32

6. What is the area of volume just north of Lyons referring to, and how does it impact traffic flow to and from the I-5? I22-33

7. How will the future connection from Via Princessa to Wiley Cyn Rd redistribute traffic, considering this connection already exists? I22-34

8. How does the proposed traffic redistribution from Wiley Cyn at Wabuska to Calgrove alleviate traffic concerns, particularly with the connection to a cross-valley 6-lane highway and freeway entrance? I22-35

9. How were modern traffic calculations, including AI, Ways, Maps, and other traffic apps, factored into the planning process? I22-36

10. Why isn't there a comparison of the Wiley Cyn Rd development to other road projects in the SCV, like the approved plan to widen Bouquet Cyn, and why is there a need to expand Bouquet Cyn, currently a two-lane arterial highway? I22-37

11. Where is the documentation from the creation of the OVOV General Plan calling for Wiley Cyn Rd to be a 4-lane arterial highway, and if it cannot be produced, should the General Plan be redone?

12. Why is there a focus on a 10-year projection rather than a 30 to 40-year outlook, and why aren't there correction contingencies and space planning included? I22-38

13. How does Cal Trans and the LA County traffic and Roads division feel about the proposed changes to the General Plan, and where are their reports and findings? I22-39

14. How many stakeholders were involved in the creation of the OVOV General Plan, and what steps and procedures are required to make significant changes to it? I22-40

15. How can language semantics override a simple sentence in the General Plan, and why isn't there a contingency plan for future expansions as proposed in the LA County Master Plan and the adopted General Plan? I22-41

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Why are there so many pre built required infrastructure future Wiley Cyn Rd setbacks and builds existing that are not being utilized? Other developers where required to follow the Master Plan or General Plan for this Proposed 4-lane roadway starting in the 60's

Why is 4-lanes expansion area for in the future, space available not being preserved as in many other locations around the valley. One directly connected to this corridor (Wiley Cyn Bridge) and another example would be Copperhill from Haskell Cyn to David Way. There are others per the OVOV General Plan yet to be completed.

I22-42

How many ADU's, JADU's, and SB9 multi living units are forecast to be built in existing already developed neighborhoods, (currently 25 completed in 2022 and 40 completed in 2023, 60% increase in one year) and in all the major future developments along the Via Princessa/Wiley Cyn corridor to the 14 Freeway? How is this being considered for added occupancy and vehicle traffic when Wiley Cyn Rd is connected to the 14 Freeway with a 6-lane Highway?

I22-43

How is the Dockweiler Road parallel to Newhall from 13th to Lyons going to help redistribute vehicle traffic from Wiley Cyn?

In the study to develop the Dockweiler Road connector. In all the documents and planning. Where is Wiley Cyn reduction in vehicle traffic shown or mentioned?

I22-44

What is considered very little development anticipated for this corridor mean in the presentation? From where to where? What is the corridor start and stop points being referred to?

I22-45

What is the area of volume that is referred to in the presentation as just north of Lyon's who going to and from the I-5? How far past Lyon's is this sentence factoring in, referring to?

I22-46

What is meant when presented the future connection from Via Princessa to Wiley Cyn Rd? Since this connection already exists. How could it happen later and redistribute traffic to will free up space on Wiley for this project traffic?

I22-47

22 of 25

How does this re-distribute traffic away from Wiley Cyn at Wabuska to Calgrove? Would it not exacerbate and add to traffic being connected to a cross valley 6 lane highway with a freeway entrance on one end? I22-48

How was A I, Ways, Maps and other traffic Apps factored into more modern traffic calculations? With, within 10 times a second a new calculation is achieved or more, to suggest the shortest route and time required to reach someone's entered final destination. Which todays and future society will blindly follow. I22-49

If The Robinson Ranch project is being compared to this Wiley Cyn development, is it not fair to compare the Wiley Cyn Rd to other road projects in the Valley of SCV and areas. If so, would not the already approved plan to widen Bouquet Cyn between Plum Cyn and David Way be a good example of why land and space be preserved to make Wiley Cyn from Wabuska to Calgrove a 4-lane road. With Copperhill having been a new facility having been built and Bouquet traffic could have re-distribute on to Copperhill? Why is there now the need to expand Bouquet Cyn which is currently a two-lane arterial highway? I22-50

Where is all the documentation, studies, sub studies, calculations, meeting minutes and any and all determining factors and information from the creation of the OVOV General Plan calling that Wiley Cyn Rd be a 4-lane arterial Highway disappeared to. If it cannot be produced, The OVOV General Plan should be redone and no new developments which would go against the existing General Plan and its recorded and adopted findings be approved without a contingency to allow for it to be followed. IE allowing space and land to do so.
Better to have the developer build and pay for it now, than burden the city and residence the expense in the future. (Pragmatic) I22-51

Why is 10 years and not 30 to 40 being considered per the General Plan? If one is far sighted, why are we only looking short sighted? With zero correction contingences and space being panned in? I22-52

How does Cal Trans feel about this project and about this change to the General Plan they were apart of creating? Where are the reports and findings? I22-53

How does the LA County traffic and Roads division feel about this change to the General Plan they were apart of creating? Where are those reports and findings?

How many people, departments, entities and groups were involved it the creation of the OVOV General Plan study for 4 years? I22-54

What does it take to make a significant change or any change in the OVOV General Plan (such as 4 lanes to 2)
And why is this not being done first? What are the steps and procedures required? I22-55

How is it possible to reword and use semantics in language to override, create and approve a designed development that goes against a simple sentence (Between Wabuska street and Calgrove Blvd, Widen roadway from 2 lanes to 4 lanes) to in a four-year study by many people, groups, organization's, department and General Plan adopted into law by a reviewed City board by Vote? Without any contingency plan designed into it for the expansion in the future of 30 years. I22-56

How is a current 30-year projection today as presented, now different from a 4-year study back then showing it is not likely to reach 20,000 vehicles a day, but possible so for the time being it is remaining 4-lanes in the General Plan. With that simple sentence at presentaion, a contingency plan, space and land should be made available for 4-lanes in the future. East of the creek as proposed removes any future option of this ability. There is not enough space remaining. The road must be West of the creek as designed in the past LA County Master Plan and the then adopted General Plan. I22-57

23 of 25

or significantly

The signing into law of AB 1033 drastically changed California's Accessory Dwelling Unit (ADU) laws as of 2023 [1]. These new laws aim to make it easier and more accessible to install an ADU on a property. Here are the key updates:

1. **Relaxed Height Restrictions**: ADUs can now be built higher than 16 feet, up to a maximum of 25 feet.
2. **Changes to the 60-Day Rule**: There will be greater transparency about the 60-day rule. Permitting offices must now provide a detailed explanation and recommendations if they deny applications after 60 days with no communication.
3. **Better-Defined Front Setback**: If an 800 square foot ADU encroaches on the front setback, this is no longer a basis for denying an ADU application.

These changes address long-standing concerns and will significantly impact the California housing industry. To navigate the intricacies of ADUs in California from 2023, it's essential to understand both the existing rules and these recent modifications [1]. ADUs, commonly known as "granny flats," come in various forms, including converted garages, small backyard homes, or unused portions of the main house [1]. The new laws make ADUs more accessible and provide homeowners with additional opportunities for housing flexibility.

In 1982, California policymakers passed SB 1160, which encouraged local jurisdictions to legalize Accessory Dwelling Units (ADUs) on all single-family lots. Subsequent legislation in 2002 (AB 1866) aimed to further streamline this process, but the regulatory framework continued to allow local jurisdictions to set their own standards for ADUs [1]. These laws have had a significant impact on housing options in the state.

I22-58

Here are some key points about California's ADU laws:

1. Legislative Intent:
   - The intent was to make it easier for homeowners to create ADUs by easing local requirements.
   - Counties and cities were prohibited from requiring ADUs to have fire sprinklers when they were not required for the main residence [2].
2. Zoning and Development Standards:
   - ADUs can be created on any residentially zoned property, whether single-family or multi-family housing.
   - This includes newly constructed homes as well as existing houses and condos.
   - Specific requirements may vary by locality [3].
3. Ministerially Approved ADUs and Junior ADUs (JADUs):
   - Ministerial approval is required for creating one ADU and one JADU per lot within the proposed or existing single-family dwelling, under certain conditions [4].
   - JADUs (Junior ADUs) are a specific type of ADU that have their own set of regulations [4].
4. Enforcement and Funding:
   - Enforcement mechanisms are in place to ensure compliance with ADU regulations.
   - Funding options may be available to support ADU construction and development [4].

Overall, these laws have facilitated the growth of ADUs in California, providing homeowners with additional housing options and addressing the state's housing challenges.

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As of January 1, 2020, California's Accessory Dwelling Unit (ADU) Law underwent significant changes to encourage the development of more affordable housing units. Here are some key points from the updated law:

1. Reduced Costs and Burdens for Developing ADUs:
   - ADU applications must be approved within **60 days**, without requiring a hearing or discretionary review.
   - For ADUs permitted by **2025**, cities and counties **cannot require the owner to live at the property** 1 .
2. What Are ADUs?:
   - ADUs, also known as granny flats, in-law units, or backyard cottages, are an innovative and effective option for adding much-needed housing in California.
   - They are affordable to construct because they do not require paying for land, major new infrastructure, structured parking, or elevators.
   - ADUs can provide a source of income for homeowners and allow extended families to be near one another while maintaining privacy.
3. Junior Accessory Dwelling Units (JADUs):
   - JADUs are a smaller type of ADU that can be created within an existing single-family home.
   - They are an excellent solution for homeowners who want to share independent living areas with family members while allowing seniors to age in place as they require more care.
4. Statewide Availability:
   - The goal of these changes is to increase the availability of smaller, more affordable housing units across California.
   - Cities, counties, and HOAs must now allow homeowners to build ADUs without unnecessary restrictions 2 3 .

These legal updates aim to address housing shortages and provide more flexible housing options for Californians.

Senate Bill 9 (SB 9), also known as the California Housing Opportunity and More Efficiency (HOME) Act, is a state bill that requires cities, counties, and local agencies to ministerially approve two residential units on a parcel within a single-family residential zone if the development meets specific objective criteria. This law went into effect across California on January 1, 2022. SB9 applies to property owners in single-family zones (RD-1 through RD-10) and allows for two types of projects:

1. **Urban Lot Split**: Ministerial review for subdividing one lot into two lots within a single-family residential zone.
2. **Permitting a Second Primary Dwelling Unit**: Each parcel can have a second primary dwelling unit, allowing for up to four dwelling units on what was formerly a single lot.

Ministerial decisions involve only the use of fixed standards or objective measurements, without subjective judgment from County staff. These projects are not subject to environmental review or public hearings. An example of a ministerial decision is the issuance of a building permit 1 .

For more information, you can refer to the official document.

Please note that this is a summary, and I recommend reviewing the official documentation for complete details on SB 9 implementation in California.

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I22-58 Cont.

From: Erika Iverson
Sent: Monday, April 15, 2024 9:46 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Project

-----Original Message-----
From: Shelley CA <shelley@ca-hebdon.com>
Sent: Saturday, April 13, 2024 10:45 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Wiley Canyon Project

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

My name is Shelley Hebdon and I strongly oppose the proposed project on Wiley Cyn.

I moved to Newhall in 1981 with my husband and two week old baby daughter. We moved into our new home on Fourl Rd and lived there for 12 plus years. Now I live just across Lyons in OO11.

I23-1

My vivid memories of moving to SCV were the grazing Smiser mules. It felt like we moved out to the country. It was amazing. Even after the mules left I still remember them by seeing their empty pastures.

The proposed project is too big, too tall and involves way too many people and vehicles on Wiley Cyn.

Anyone who lives around this area knows Wiley Cyn becomes extremely busy when the I-5 has more then the usual traffic, sig-alerts or fires.

I23-2

Lastly, our wild life deserve better than this. Please let them be and do not destroy their last safe place to exist.

Thank you,

Shelley Hebdon
25252 Via Tanara
Valencia 91355
661-755-1629
shelley@ca-hebdon.com

Sent from my iPhone

From: Erika Iverson
Sent: Monday, April 15, 2024 9:49 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Corridor, project 20-238 The Village

From: ptogne6954@aol.com <ptogne6954@aol.com>
Sent: Saturday, April 13, 2024 12:14 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: kstriplin@antaclarita.gov; Jason Crawford <JCRAWFORD@santa-clarita.com>
Subject: Wiley Corridor, project 20-238 The Village

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Dear Ms. Iverson, Commissioners and Council Members,

I do not appreciate the project proposed nor do I want it in this area. I understand that landowners have the right to improve their property, but the surrounding area it will affect must be high, I mean highly consider the environmental destruction of one of the few places (natural) that hasn't been totally overrun with cars, concrete, blacktop, noise, dust, trash and the harm to the habitat of wildlife. Round abouts, traffic signals, NOISE NOISE NOISE. There is enough of that already that comes off the 5 freeway. No big walls are going to change that. We also do not need to encourage more traffic exits into this residential area. There are many between Lyons and the 126 freeway. I24-1

The projects off the 5 freeway Old Road and Calgrove eye soars. When you drive to the north from LA our city has not much beauty anymore to be seen. Sprawl everywhere, and now freeway walls to block what you could see. Wiley is still very much a part of rural Newhall. We like it that way.

The project will cause noise pollution, air pollution, take away the natural habitat of the small portion of the Santa Clara River creek that runs along this corridor and its wildlife migration. Yes, we have traffic on Wiley, sometimes too much, but adding more and more buildings which are proposed will not enhance the area but will devastate the community in the area, as well as its peaceful nature. The high-rise for the project will take away the view of the mountain range along the Old Road and Pico Canyon of which the residents along Canerwell and other streets can still see. We have many animals in this area that cross over from the Old Road to the Wiley residential area. We accept them as being part of us. I24-2

The red tail hawks, the black tail hawks, the deer, rabbits, racoons, snakes, songbirds, hummingbirds, butterflies, bobcats, bees, (we need the pollinators) a condor that perched in my daughter's tree and much more. The creek is now babbling with water once again, due the blessings of the much-needed rain this year. I even saw a few ducks this last week. I can remember when I moved here, we fought to keep the Santa Clara River save, as well as this creek that feeds her.

I know we can see wildlife in many places, but do we have to chase them out constantly. Nature centers and exhibits are fine but let's leave Wiley wildlife population a home to keep. My grandson looked out the window, He was 2 and said MIMI bobcat walking, I said no honey that was a few days ago, he kept repeating, bob cat walking, I went to the window and yes strolling up the sidewalk was the bobcat. What a wonderful site to see wildlife. Because where he lives, he is in tuned with nature and that is a beautiful thing. This project will change that. I have seen deer with their fawns along the hillside off Wiley, and other animals feeding off the land that once was the Mule Ranch. I24-3

The Lyons Blvd area is need of much updating, but why isn't the money spent there or encourage owners of the strip malls along the Blvd. to do better? I24-4

I have lived in Newhall before we became a city, since 1987. My husband and I had two small children, and at the time my husband was permanently handicapped unable to walk without crutches, for 6 plus years his doctor said we needed to move to a one-story home in order to wait for future treatment that may help him. We looked and found our home in Santa Clarita, and loved the rural aspects of the area and we found our one-story home. The other issue was the schools, and the crime, and we found it to be the best place to raise our children. We loved shopping at our local stores in the community, many which are gone caused buy the mall. SC being rated high for its safety and excellent in its schools. Population was far lessor, and now the growth, but when do you stop. When is enough.

We have watched it grow with many promises of not to over build. Have you looked around. Yes, we have trails, we have paseos, bike paths, and many areas to hike. Newhall has been pushed out for bigger better, but its ok as we still have some rural here, but now you want to take that away. I say no for so many reasons. It is not right for the area. I24-5

I thank you for the time and hope you will listen to the people who live in this area. I am sorry for repetition but my heart breaks to think of the destruction it will do to wildlife and those who live in the area.

Pamela Tognetti
Newhall, Ca 91321

From: Erika Iverson
Sent: Monday, April 15, 2024 12:00 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Letter re: Wiley Canyon Mixed-Use Project, Master Case 20-238.
Attachments: Letter to the City Planning Commission (1).pdf

From: Vincent Cuomo <icuomo97@yahoo.com>
Sent: Sunday, April 14, 2024 11:43 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Subject: Letter re: Wiley Canyon Mixed-Use Project, Master Case 20-238.

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Hello,

Please see my attached letter regarding the Wiley Canyon Mixed Use Project. I25-1

Thank you,
Loraine Cuomo

Loraine Cuomo
24868 Fourl Road
Newhall, CA 91321
661-714-8132

April 14, 2024

Ms. Erika Iverson &
The Planning Commission
City of Santa Clarita
23920 Valencia Blvd., Suite 302
Santa Clarita, CA 91355
eiverson@santaclarita.gov
lpari@santa-clarita.com
RAClark@santa-clarita.com

RE: Wiley Canyon Mixed-Use Project, Master Case 20-238.

Hello to all who are referenced above:

First of all, I want to sincerely thank the Planning Commission for hearing the concerns of the residents at City Hall on March 19. I am discussing both the concerns I stated in my address to the Planning Commission as well as the concerns that I did not have time to mention within the three-minute speaking limit.

I25-1 Cont.

Parking
As I stated in my comments to the Commission, I am gravely concerned that the allotted parking for this development is woefully inadequate. The Parking requirements set forth in the City Municipal Code 17.55.050 are simply inadequate for what the true need will inevitably be.
I challenge the current city municipal code which states the following:

Parking for mixed use developments shall be provided in the amount as indicated below, unless a minor use permit for a shared parking agreement is approved:

A. For mixed use developments with two (2) bedrooms or more, parking shall be provided at a rate of two (2) spaces per residential unit and one-half (1/2) space for guest parking. Parking area shall be designated and covered. Tandem parking may be permitted.

B. For mixed use developments with one (1) bedroom units or studios, parking shall be provided at a rate of one (1) space per unit and one-half (1/2) space for guest parking. Parking area shall be designated and covered. Tandem parking may be permitted. Guest parking spaces shall be situated evenly throughout the development to provide convenient access to visitors.

I25-2

With the high cost of living in our area, it is very naive to think that one-bedroom apartments are going to only be occupied by one adult and that two and three-bedroom apartments are only going to be occupied by two adults/drivers. Hence the parking space allowance is nowhere near adequate.

One only needs to look at the higher density developments around town to know this is the case for example in Rainbow Glen, Valle Del Oro and Jake's Way. The developer has used both the city municipal code and also recommendations from the *Shared Parking* study put out by the Urban Land Institute to inform their parking plan. Why would an urban parking plan apply to our city which, though sizable, is more of a suburban area? While we have a large population, Santa Clarita does not have the mass transit infrastructure in place that would make an urban parking plan apply to our community. I am wondering if this same parking study was used to inform our city's municipal parking code for new developments?

In looking up this study I discovered a comment by the head of ULI: "Communities benefit from shared parking because it reduces traffic and encourages walking," says W. Edward Walter, global chief executive officer of the Urban Land Institute. [1]

What Walter is essentially saying is that they will purposely plan to under-supply parking in order to force residents to go without vehicles and depend on walking and other forms of transit. While this could work in city centers with established mass transit, this does not in any way describe the infrastructure of our community. Without adequate parking, residents will not choose to forgo having cars, but will instead inevitably seek to park their vehicles in the surrounding neighborhoods. It would be irresponsible for the planning department to sign off on the current parking space allowances proposed by the development, and create an enormous nuisance to the residents in the surrounding neighborhoods who will have to accommodate the other residents' vehicles. There must be a plan for adequate parking based on the actual need of the residents so that the development will be entirely self-contained in its parking needs. It is unconscionable to do otherwise.

I25-2
Cont.

While there were three neighbors from the Rancho La Salle neighborhood who voiced their support of the development at the meeting, their input is negligible because they will largely not be impacted by this development. Because it is a gated community, and because it is on Calgrove Blvd and not on Wiley Canyon, those residents will not be negatively impacted by the traffic and parking issues that neighbors on Wiley Canyon, specifically in Oakridge Estates, and the mobile home park will have to deal with.

When I brought up this inadequate parking plan concern to the developer at the open house in June 2022, he stated that he would meet the city requirements. While they increased the parking to a meager 23 spaces above the minimum insufficient requirement, it is nowhere near enough to provide for what the actual parking space needs will be. It is incumbent on the Planning Commission to update the requirements to the *actual need* so that the developer can be held to this standard. I implore you to do right by the residents in the surrounding areas by requiring this.

Wiley Canyon Elementary
If trucks are not allowed to be on the Calgrove Blvd, and will thus need to enter the site from Wiley Canyon, what will happen to the students? This seems like a huge safety issue to have large trucks going by during school drop-off and pick-up and would potentially cause great traffic issues during those times of day. In addition, what kind of recess will these students have with all of the construction noise nearby for months on end, not to mention the air pollution caused by the import of all of the fill dirt being dumped nearby?

I25-3

Vantage Point
I second the concern of other residents who expressed that while the zoning okays a 50 foot structure, there is nothing anywhere near that height anywhere in the surrounding areas. As nice as it may look on paper, it will inevitably be an eyesore blocking the lovely hills and Towsley Canyon that we have come to enjoy out our windows. Additionally, since this area is a floodplain with enormous amounts of fill being brought in, will the structure not in fact be raised even higher up than the current ground level so that the total height is in fact higher than 50 feet from the current ground level? Has this been taken into consideration?

If you look around town, there are a few developments with higher structures which are “hidden” because they are lower than the road. One is at McBean and Tournament Road. Another is at McBean and Newhall Ranch Road. These developments do not stick out like a sore thumb because they are lower than the nearby road and with foliage are somewhat hidden. I fear the exact opposite is happening here with the fill needs further propping up the structures higher than current ground level and raising this as a monstrosity looming over the mobile homes, single family homes and one to two-story structures in the surrounding area.

I25-4

Construction
I cannot understand how we will still be able to access two-lane Wiley Canyon Road while three roundabouts are being constructed there.. The Calgove gate must be opened during this construction to allow another entry and exit point for residents who will otherwise be trapped in the construction traffic for months on end.

I25-5

Two-Lane Wiley Canyon
First of all, it was communicated during the meeting that the city traffic engineers view the south portion of Wiley Canyon Road as primarily only used by the residents in the immediate area. This is in fact, not the case. Whenever there is a backup on the 5 south in Santa Clarita in the mornings, drivers from other parts of the city use Wiley Canyon as an alternate route going south to get the freeway at Calgrove instead of Lyons or to take the Old Road to Balboa. Wiley Canyon is not infrequently backed up going south, particularly in the mornings.

I am unclear as to why there is resistance to widen this portion of Wiley Canyon when it has been the plan all along. From the Via Princessa East Extension Project: “The Santa Clarita General Plan designates Via Princessa as a major highway from Wiley Canyon Road to Lost Canyon Road,” and “The Via Princessa East Extension would be one of the primary east-west

I25-6

arterials through the City of Santa Clarita."[2] If this has been the General Plan intention all along, why is there resistance to move ahead with this plan if construction needs to happen on Wiley Canyon anyway? If the intention is that this road would be a major artery and highway in our city, how can leaving it as a two lane road be sufficient? It is far better to anticipate a city traffic need than to respond reactively and do the work twice. Also if this development goes in, will there not be a hindrance to widening the road later on?

I25-6 Cont.

Emergencies

I shared at the meeting that in October 2019, we had a parking lot in front of our house because the 5 Freeway was shut down for hours. A traffic engineer later disputed this by saying that if the 5 were shut-down then people would not be there at all. However, that is not what actually transpired. On October 11, 2019 the 5 freeway was closed south of Lyons Ave but was opened going north at Calgrove. It was completely closed in both directions further south as the Saddleridge Fire was in the Newhall Pass. So everyone who was exiting the freeway at Lyons was trying to get around the freeway closure and was still trying to head south so they took Wiley Canyon. Since Wiley Canyon was so severely backed up, drivers thought they could possibly take a short-cut by entering the neighborhood going down Fourl Road. They soon discovered otherwise but that did not diminish the parking lot that was created on our street. As soon as all the drivers trying to head south saw that the Old Road going south was closed, and that the 5 freeway south was closed, they got on the 5N at Calgrove. As I said, since we are at the north entrance to our neighborhood, we looked out our window and saw a guy on a skateboard delivering a pizza from Ameci's because it would not have been possible to drive it over.

I25-7

In answer to the situation that in the event of an emergency, that the Calgrove gate would be opened, I am wondering what plan is in place to make sure that this will happen? It is a nice sentiment, but who is in charge to say it must be opened and who would be opening it? The gate was certainly not opened on this date and it would have alleviated a lot of traffic for all the people who needed to be rerouted. I was just thankful we did not need to evacuate that day because we would not have had the ability to do so.

As was stated at the meeting, it does not appear that there is any type of city-wide traffic plan in the event of a large city emergency and it is incumbent on our city leaders to get this figured out. During the Rye Fire, the 12 minute drive to my kids' school took me 60 minutes because the 5 north was shut down. To get to Newhall Ranch Road, I had to take Lyons to the 14N to Golden Valley and then to Newhall Ranch and every road that was not closed was backed up everywhere. After the disaster that was evacuating some of the local schools that day, I was sure that this was the reason for all local schools choosing to close when we had the next fire on a school day morning. Because the traffic was so bad throughout the city during the Rye Fire, kids were stranded at schools or relocation areas, and parents were not able to get to their kids in a reasonable amount of time to pick them up. I was sure that the schools could not chance a repeat of that day and so have just determined to cancel school outright in the event of subsequent fires.

I25-8

If massive clogs of traffic and people being stranded are already the reality in event of an emergency for the current number of residents, it is irresponsible to keep adding residents to our area with no real emergency plan in place. This is going to lead to great harm in one way or another.

Between adding a few thousand people to the Wiley Canyon corridor with Wiley Canyon remaining a two lane road and this development only having a single access point, particularly in adding residents who cannot evacuate themselves, an absolute disaster will be guaranteed in the event of a real emergency. And a real emergency will definitely come in one form or another, whether it is another fire, or earthquake or something else. It is simply a matter of when and not if. We need city leadership to be forward thinking to plan, and to prepare to protect residents and not blindly allow unchecked growth that will cause havoc while simply hoping for the best.

I thank you for reading these concerns, and entreat you to consider them and the appropriate responses for the good of our community.

I25-8
Cont.

Sincerely,

Lorraine Cuomo

References

[1] https://urbanland.uli.org/inside-uli/uli-releases-new-edition-of-shared-parking

[2]https://filecenter.santa-clarita.com/Planning/via-princessa/3_0_ProjDescription_060112.pdf

From: Erika Iverson
Sent: Monday, April 15, 2024 10:23 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Mixed Use Project Master Case 20-238 Conformation Requested

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From: alwaysbutchssis@aol.com <alwaysbutchssis@aol.com>
Sent: Sunday, April 14, 2024 12:53 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Laurene Weste <LWESTE@santa-clarita.com>; mmlean@santaclarita.gov; bmiradna@santaclarita.gov; Cameron Smyth <CSMYTH@santa-clarita.com>; Jason Gibbs <JGIBBS@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Subject: Wiley Canyon Mixed Use Project Master Case 20-238 Conformation Requested

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Hello to all referenced:
City Manager, City Council, Planning Department, Traffic Department
Please read my concerns regarding the Wiley Project Master Case 20-328

The DEIR does not address traffic on Wiley Canyon and major incidents on the I-5, which occur far too often and regularity.

The County is addressing this with the widening of the Old Road, Wiley is the parallel road to the I 5 freeway.
Why isn't it required that the proposed project does their part to widen Wiley as a corridor?

I26-1

Wiley Canyon Elementary traffic is already problematic and poses significant challenges for the community during drop off and pick up times.
There is complete gridlock with all lanes blocked during these times and not addressed in the DEIR.
How will that be dealt with regarding the proposed project? This needs additional traffic studies,

I26-2

The proposed project adds a senior facility with approximately 216 beds.

Currently Henry Mayo Hospital has 360 beds for inpatients.

I26-3

The assumption that Henry Mayo hospital facilities can meet the needs of an increased population is flawed and inadequate.

A study needs to be done to show how many days Henry Mayo Newhall Memorial Hospital has been at capacity including Covid,

I26-3 Cont.

There needs to be new study on dust, particulate matter, and health hazards with excessive excavation to prepare the proposed project in the liquefaction/flood zone.
Each season of the excavation plans to be reviewed for clarity. That is not in the DEIR.

I26-4

It is documented if there are any inconsistencies between the project proposal and the General Plan, the General Plan's goals, policies, and objectives would govern. This ensures that the City's decision-making process remains consistent with the long-term vision for the community.
If you build the project to current proposed plans it will void the general plan agreements stated above.

Question: How is the proposed Wiley Project consistent with the general plan?

I26-5

If the proposed project is not required to build the 4-lane road now or downsize the project, the hill /wall on the east side of Wiley and the power line towers and Creek are roadblocks to any widening in the future.
This needs to be studied before any construction begins.

I26-6

The project must comply with approved landscape to MWELO standards and any other water conservation measures as a Condition of Approval.
New documentation of landscape should be in DEIR.

I26-7

How will Wiley Canyon be widened when the project is built to proposed plans?
It was mentioned at the Planning Commission meeting 3-19-24, (answer was similar to)
We will look at that when the traffic warrants.

I26-8

It must be required as a Condition of approval that the builder must widen Wiley Canyon Road to four lanes first to assure that the road before any project construction begins.

This will ensure that the city does not end up using general funds in the future for construction like the Vista Canyon Bridge. If the project must downsize that should be the requirement of the approval.

What is the agreement with Old Wiley Canyon Road about a security wall between the roundabout and cul-de-sac? This wall construction is not stated in the DEIR.

I26-9

Why are there no improvement from the project site to Calgrove on the east side of Wiley? I26-10

Any improvements need to be in the DEIR in relation to the Mulberry mobile home park and other nearby neighborhoods as well. I26-11

Condition the project that both side of Wiley be landscaped from Wabuska to Calgrove. I26-12

Where are the speaker and written comments for the March 19,2024 Planning Commission Meeting? I26-13
Both should be available.

The agreement made with Calgrove Corridor Coalition was 830,000 on thirty-eight acres of the Smiser property, I26-14
It is disingenuous to build a much denser project by using that ratio for the eighteen proposed acres which are the only available acres through FEMA. T
he agreement must be changed to reflect the correct density,

Build the road first to assure the requirements are fulfilled before project construction is started.
If necessary condition the approval require that the proposed project downsize the project to widen Wiley.

Why didn't the planning department know that the widening of Wiley Canyon was a requirement in the general plan?

Why was that omitted? This needs to be recorded in the DEIR. I26-15

Did the County (OVOV) know there was no intention to build the four lane Wiley Canyon and avoid the General Plan?
Needs to be included in the general plan, please produce the document.

Did Cal Trans know there was no intention to widen Wiley Canyon for the I 5 freeway ramps?
Especially with the city vacating part of Valley/Calgrove.
Please include the supporting documents in DEIR

Open Space Preservation
Why didn't the City Council buy the Smiser property when Mr. Smiser offered it? This needs to included in the DEIR.
Since the City of Santa Clarita's ("the city") incorporation in 1987, the city has made a significant effort to preserve the greenbelts and undeveloped land within and outside the city. This includes implementing the vision of the first and subsequent City Councils to buffer the Santa Clarita Valley with a greenbelt to help maintain the character and quality of life for residents. During the "The Big Picture" Community Strategic. I26-16

Planning process in 2004, several open space goals were reaffirmed. Additionally, in 2007 a number of community members spoke to the Council in support of preserving undeveloped land and asked the Council to, once again, pursue the creation of a mechanism to finance the acquisition and preservation of undeveloped land. In April 2007, the City Council adopted a resolution to initiate the formation of the city of Santa Clarita Open Space Preservation District.

We have 38 city parks in the city of Santa Clarita.
There should be a Open Space Preservation purchase for the Smiser property AKA the Wiley Project.
This will preserve the wildlife corridor from Wildwood Canyon to Towsley Canyon.
How may other Open Spaces have been purchased after the Smiser Property was available?
This needs to be addressed.

I26-16
Cont.

Respectfully,

Annette Lucas
24618 Fourl Road
Newhall, CA 91321

From: Erika Iverson
Sent: Monday, April 15, 2024 10:25 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Comment Wiley Project Master Case 20-328 Please send a conformation

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From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Sunday, April 14, 2024 1:53 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>
Subject: Comment Wiley Project Master Case 20-328 Please send a conformation

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

To all referenced:
Ken Stiplin City Manager, Ericka Iverson Sr.Planner, Planning, Traffic Department

Please accept my comments to the DEIR for the Wiley Project
The Calgrove Corridor is in a very severe wild land fire hazard zone and the City is de facto eliminating Wiley Canyon Road as a secondary highway .
By not building Wiley Canyon to 4 lanes the with the Wiley Canyon Project it will block the ability to widen Wiley Canyon Road as a Secondary Highway in the future.
City needs to have CalFire review this development, particularly the removal of Wiley Canyon Road from the plan.

I27-1

Regards,
Annette Lucas
24618 Fourl Road
Newhall, CA 91321

From: Erika Iverson
Sent: Monday, April 15, 2024 10:30 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Opposed to the Wiley Canyon Development Project

From: Robert McSweeney <robertmcsweeney@outlook.com>
Sent: Sunday, April 14, 2024 9:22 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; RACkark@santa-clarita.com; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Gibbs@santa-clarita.com
Subject: Opposed to the Wiley Canyon Development Project

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

I am opposed to the Wiley Canyon Project. I28-1

I was present during the DEIR meeting held on held on March 19. During this review, each project alternative was dismissed by City Planning as “not meeting the objective of the plan”. I have searched the plan high and low and nowhere do I find a stated objective of this plan.

As long as all alternatives are rejected for not meeting the objectives of the plan, it is fair and equitable that the objectives of the plan should be clearly stated. What is the Objective of this Plan? I28-2

So far, all objective evidence leads me to conclude that the objective of this plan is to make as much money for the developer as possible while the local residence pay for the results of this development for years to come.

My understanding of the planning process includes

- Does it Conform to the general plan? This plan does not comply to the Land Use Objectives in the General Plan
- Infrastructure. Considerable objections to traffic, parking and additional costs for infrastructure have already been noted and objected to by many local residences.
- Compatibility. Is it compatible with the local area? This plan is not compatible with the local area. This area is single and two story single family homes. This plan is high density housing of 4 stories, residing right

I28-3

next to a mobile home park. It is grossly incompatible with the character of the local area
- Environmentally adequate. Not only does this plan ignore all previous inputs from the Santa Monica Conservancy, this plan does not comply with the Open Space Preservation Engineering Report dated May 14, 2021.

I28-3 Cont.

This plan does not comply with the recently located City of Santa Claritia's Engineer's Report "Open Space Preservation District Fiscal Year 2021/2022 dated May 14, 2021.

Citing the aforementioned report:

> The improvements are the acquisition, preservation, improvement, financing, servicing and maintenance of parks, parkland and open space lands and appurtenant equipment and facilities, including but not limited to, personnel, electrical energy, utilities such as water, materials, contracting services, debt service costs, and other items necessary for the satisfactory provision of these facilities and services. Facilities include but are not limited to:
>
> - Open Space Lands
> - The Santa Clara River Watershed
> - Trail Systems
> - Wildlife Corridors
> - Park and Recreation Facilities and Equipment

I28-4

This development encroaches on both the Wildlife Corridors and the Santa Clara River Watershed and should therefore be bound by the limitations set forth within.

This report is not identified in the DEIR. This omission is not slight. It is significant.

Due to the significant nature of this finding, additional time is requested so that the full impact of the Engineering Report for Open Space Preservation District can be evaluated in determining the relevance to the DEIR.

Best Regards

Robert McSweeney

25162 Fourl Road

Newhall, CA 91321

From: Erika Iverson
Sent: Monday, April 15, 2024 10:21 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Fw

This email duplicates the comments from the same commenter sent a day earlier.

From: ptogne6954@aol.com <ptogne6954@aol.com>
Sent: Sunday, April 14, 2024 6:14 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: Rachel A. Clark <RACLARK@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>
Subject: Fw

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Dear Ms. Iverson, Commissioners and Council Members,

I do not appreciate the project proposed nor do I want it in this area. I understand that landowners have the right to improve their property, but the surrounding area it will affect must be high, I mean highly consider the environmental destruction of one of the few places (natural) that hasn't been totally overrun with cars, concrete, blacktop, noise, dust, trash and the harm to the habitat of wildlife. Round abouts, traffic signals, NOISE NOISE NOISE. There is enough of that already that comes off the 5 freeway. No big walls are going to change that. We also do not need to encourage more traffic exits into this residential area. There are many between Lyons and the 126 freeway.

The projects off the 5 freeway Old Road and Calgrove eye soars. When you drive to the north from LA our city has not much beauty anymore to be seen. Sprawl everywhere, and now freeway walls to block what you could see. Wiley is still very much a part of rural Newhall. We like it that way. I29-1

The project will cause noise pollution, air pollution, take away the natural habitat of the small portion of the Santa Clara River creek that runs along this corridor and its wildlife migration. Yes, we have traffic on Wiley, sometimes too much, but adding more and more buildings which are proposed will not enhance the area but will devastate the community in the area, as well as its peaceful nature. The high-rise for the project will take away the view of the mountain range along the Old Road and Pico Canyon of which the residents along Canerwell and other streets can still see. We have many animals in this area that

cross over from the Old Road to the Wiley residential area. We accept them as being part of us.

The red tail hawks, the black tail hawks, the deer, rabbits, racoons, snakes, songbirds, hummingbirds, butterflies, bobcats, bees, (we need the pollinators) a condor that perched in my daughter's tree and much more. The creek is now babbling with water once again, due the blessings of the much-needed rain this year. I even saw a few ducks this last week. I can remember when I moved here, we fought to keep the Santa Clara River save, as well as this creek that feeds her.

I know we can see wildlife in many places, but do we have to chase them out constantly. Nature centers and exhibits are fine but let's leave Wiley wildlife population a home to keep. My grandson looked out the window, He was 2 and said MIMI bobcat walking, I said no honey that was a few days ago, he kept repeating, bob cat walking, I went to the window and yes strolling up the sidewalk was the bobcat. What a wonderful site to see wildlife. Because where he lives, he is in tuned with nature and that is a beautiful thing. This project will change that. I have seen deer with their fawns along the hillside off Wiley, and other animals feeding off the land that once was the Mule Ranch.

The Lyons Blvd area is need of much updating, but why isn't the money spent there or encourage owners of the strip malls along the Blvd. to do better?

I29-1
Cont.

I have lived in Newhall before we became a city, since 1987. My husband and I had two small children, and at the time my husband was permanently handicapped unable to walk without crutches, for 6 plus years his doctor said we needed to move to a one-story home in order to wait for future treatment that may help him. We looked and found our home in Santa Clarita, and loved the rural aspects of the area and we found our one-story home. The other issue was the schools, and the crime, and we found it to be the best place to raise our children. We loved shopping at our local stores in the community, many which are gone caused buy the mall. SC being rated high for its safety and excellent in its schools. Population was far lessor, and now the growth, but when do you stop. When is enough.

We have watched it grow with many promises of not to over build. Have you looked around. Yes, we have trails, we have paseos, bike paths, and many areas to hike. Newhall has been pushed out for bigger better, but its ok as we still have some rural here, but now you want to take that away. I say no for so many reasons. It is not right for the area.

I thank you for the time and hope you will listen to the people who live in this area. I am sorry for repetition but my heart breaks to think of the destruction it will do to wildlife and those who live in the area.

Pamela Tognetti
Newhall, Ca 91321

From: Erika Iverson
Sent: Monday, April 15, 2024 1:38 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Project DEIR Comments
Attachments: Wiley_Canyon_DEIR_Comments.docx

From: Jeff Ford <jeffdford@sbcglobal.net>
Sent: Monday, April 15, 2024 12:51 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Cc: PLANNING <PLANNING@santa-clarita.com>
Subject: Wiley Canyon Project DEIR Comments

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Ms. Iverson,

The attached comments were previously submitted in hard copy via USPS. Attached is the electronic version of those same comments. I30-1

To these comments we would like to add that the project may result in the increased risk of exposure of residents to Valley Fever given the extensive grading and proximity of the project site to nearby housing. This potentially significant impact needs to be addressed in the Hazards and Hazardous Materials section of the DEIR. I30-2

Sincerely,

Julie and Jeff Ford

April 10, 2024 Previously sent by U.S. Postal Service

Ms. Erika Iverson
Senior Planner
City of Santa Clarita
Planning Department

Comments on the Draft Environmental Impact Report for the Wiley Canyon Mixed-Use Project (Master Case 20-238)

The proposed project is an example of poor planning and will expose large numbers of residents, seniors and children to air and noise pollution levels detrimental to their health due to its location immediately adjacent to the Interstate 5 Freeway (I-5). The scale of the project is profoundly inconsistent with the surrounding neighborhood and would harm the community. It will result in the City's southern entrance being dominated by tall massive residential buildings which will be windowless on their east elevations to due freeway noise. It is astonishing that a project with these characteristics has a Draft Environmental Impact Report of nearly 5,000 pages (with appendices) and claims that there is but one unavoidable impact, namely temporary construction related noise/vibration on a few residences to the north of the site. An objective analysis that complied with CEQA would document the far more numerous and significant impacts from the project. I30-3

The Wiley Canyon Project proposes to develop a 277,108-square-foot, four-story senior living facility, approximately 8,914 square feet of commercial space, 379 multifamily residential apartments, and a publicly accessible outdoor recreational field space on a vacant 31.8-acre site. Lot 6, approximately 2.9 acres in size and located east of Wiley Canyon Road, would remain undeveloped under the proposed project. The senior living facility would include 130 independent living units, 61 assisted living units, and 26 memory care beds. Approximately 8,914 square feet of commercial retail space would be constructed on the first floor of the senior living facility. A total of 379 multi-family residential units are proposed within 13 buildings ranging between two- and four-stories in height. The project proposes a total 966 on-site (off-street) parking spaces.

We hereby object to the approval of the project in its present form and believe that the Draft Environmental Impact Report (DEIR), State Clearinghouse Number 2022030626, is inadequate for purposes of California Environmental Quality Act (CEQA) compliance. The comments and all references contained herein are hereby incorporated into the official record of proceeding for this and project and its successors.

In general, The Draft Environmental Impact Report (DEIR) is currently inadequate for purposes of California Environmental Quality Act (CEQA) compliance. The approval of the project must be delayed pending compliance with CEQA.

The project has potentially significant environmental impacts not addressed (or inadequately addressed) in the DEIR for following impact categories:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Land Use and Planning
5. Noise
6. Public Services
7. Transportation
8. Utilities

The DEIR fails to address any of the impacts of the offsite improvements required to construct the project. This is true in every impact category and in the alternatives analysis.

Cumulative projects analysis uses a list methodology that does not include recently completed projects near the site, namely the two large self-storage facilities located on The Old Road and Calgrove Boulevard in the Los Angeles County unincorporated area just west of the I-5 Freeway, and does not include the Metro I-5 North Capacity Enhancements currently under construction. These projects will add to the cumulative impacts of the project more directly and substantially than the current short list of related projects that are significantly further away from the project site.

Additionally, the Alternatives Analysis is deficient due to:

I30-3
Cont.

1. Failure to provide a reasonable range of alternatives to the proposed project
2. Arbitrarily deleting the commercial component from the environmentally superior alternative in order to claim that it only "partially" meets the project's objectives.

The project would place residents, including children and the elderly, directly adjacent to a line source that emits massive amounts of toxic pollutants and noise, and will continue to do so over the entire time that they reside on site. The project will add its own impacts in these categories and others to the surrounding residential neighborhoods. The DEIR fails to perform any kind of air quality site characterization study with real time sampling, which is necessary given the unique features of the site. The DEIR fails to document the potential health effects to both future and to existing residents due to added air quality impacts from the project. The noise surveys performed for the project were cursory and fail to consider impacts to future residents on site and are deficient for calculating the impacts to the surrounding sensitive uses.

Below is a section by section review of the DEIR highlighting some of the deficiencies.

Executive Summary:

The DEIR itself is 668 pages in length with an additional 4,098 pages of Appendices. Given a total length of 4,776 pages, it is unlikely that the public or Planning Commission members will read the document in its entirety. Therefore, it is critical that the Executive Summary adequately summarize the contents of the DEIR, yet on page 1-4 and 1-5 of the Executive Summary, Section 1.5 Areas of Known Controversy, the DEIR lists public concerns to include:

> …event traffic, adequate parking, bicycle/pedestrian safety along *Sand Canyon Road*, equestrian safety along *Sand Canyon Road*, emergency evacuation along *Sand Canyon Road*, cut-through *traffic on Sand Canyon Road, traffic on Highway 14*, additional/secondary access to the project site, and… (emphasis added).
>
> *The project site burned in 2016 during the Sand Fire*, and during this fire, residents of *Sand Canyon* had a difficult time evacuating the community due to congestion along *Sand Canyon Road* (emphasis added)

These are obviously taken from the developer's Sand Canyon Plaza project DEIR and are not concerns regarding the Wiley Canyon Project. It does show a lack of attention to detail and should be corrected before review by the Planning Commission and the public.

This cut and paste methodology continues in Section 1.5 Areas of Known Controversy:

I30-3
Cont.

> Land use and planning – change from Open Space general plan and zoning designations, consistency with the *Sand Canyon Special Standards District* (emphasis added)

Again, this statement is copied from the wrong DEIR.

Additionally, in the Executive Summary (page 1-28) the Summary of Impacts Table lists mitigation measures for cultural resources (MM-CUL-1 through MM-CUL-3) in order to mitigate impacts due to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, and states that these mitigation measures reduce a potentially significant impact to less than significant. These mitigations do not apply to the impact category.

The same table does not include a discussion of the impacts to Public Services, and, again, demonstrates the lack of quality review for the Executive Summary and would argue against the City using its "independent judgment" in certifying the DEIR.

The Summary of Impacts Table also does not accurately reflect the failure of the document to adequately characterize the project's impacts in various categories, the use of inappropriate mitigation measures and conclusions of reduced impacts that will be discussed below.

In the Summary of Project Alternatives in the Executive Summary (page1-36), the description of Alternative 1 states:

> Under Alternative 1, development of the project site would not occur as discussed in Chapter 3 of this Draft EIR. *While no activity is currently occurring at the project site, it can be reasonably expected that the 75-acre portion of the project site north of Robinson Ranch Road could be re-landscaped and reopen as a golf course, as is currently allowed under existing conditions.* (emphasis added)

Again, a description has been lifted from yet another unrelated DEIR, and the absence of any quality review of the document by staff would seem to belie the notion that the document reflects the independent judgment of the city.

In the Summary of Project Alternatives in the Executive Summary (page1-36), the description of the impacts of Alternative 3 states:

> Views along Wiley Canyon Road may be obstructed by the earth berm and/or vegetation along the creek. Impacts related to scenic vistas and scenic resources within a state scenic highway would be the same as the proposed project.

This is error. The proposed project has eleven buildings of four- and three-stories in height and up to fifty feet tall and all views would be significantly more impacted by the proposed project from every vantage point than from the recreation facilities of Alternative 3 since they would all be single-story or at ground level.

I30-3
Cont.

In the Environmentally Superior Alternative section (page -37), the EIR states:

> Alternative 4 would *meet all the project objectives with the exception of partially meeting Objective No. 1 given that no retail/commercial is proposed*. Therefore, Alternative 4 is identified as the environmentally superior alternative given that it would meet *all* project objectives. (emphasis added)

The public and The Planning Commission need to genuinely know whether or not this environmentally superior alternative meets the project's objectives. If it does, then baring a determination of infeasibility, this must be the alternative selected by The Planning Commission. If Alternative 4 does not meet the objectives, then the arbitrary deletion of the 8,914 square feet of commercial space proposed in the project is just an artifice to rule out the clearly environmentally superior alternative to the proposed project. Since this alternative retains more open space than the proposed project, the minimal amount of commercial use in the proposed project could have been included in Alternative 4.

Table 1-2 of the Executive Summary (1-38) Comparison of Project and Alternatives Impacts also does not accurately reflect the failure of the document to adequately characterize the proposed project's impacts in various categories, and the failure to provide a reasonable range of alternatives that will be discussed below.

All of these combined flaws in the Executive Summary mislead the public and The Planning Commission when they are unlikely to read the DEIR in its entirety, and require that the DEIR be revised and recirculated for public review.

Project Description

Off-site Infrastructure Improvements

The DEIR (page 3-9) notes that the project will require street improvements along Wiley Canyon Road and its intersecting streets, including Fourl Road, Canerwell Street, Valley Oak Court, and Calgrove Boulevard. Street improvements would include three new roundabouts, new curbs and gutters, a storm drain box culvert extension, new bus bays, bicycle paths (e.g., Classes I and II) and ramps, walking trails and sidewalks, as well as changes to existing directional signage and utilities (i.e., new power poles). Additionally, the intersection of Calgrove Boulevard and I-5 located at the southwest corner of the project site would be signalized (see Figure 3-4c, Tentative Map). Finally, the following off-site improvements would be needed to facilitate the buildout of the project:

- Replace approximately 50 feet of a 6-inch water line within Old Wiley Canyon Road with an 8-inch water line.
- Replace approximately 200 feet of an 8-inch water line within Old Wiley Canyon Road with a 12-inch water line.
- Construct a new 1.5-million-gallon storage tank within the existing SCVWA tank site located approximately 3,100 feet east of the project site.
- Replace existing undersized pumps located within an existing SCVWA pump station located on Peachland Avenue with a new 2,200 gallon per minute capacity station (total capacity = 3,300 gallons per minute, 2 duty and one standby pump).

I30-3 Cont.

The DEIR does not discuss the construction-related and operational environmental impacts of any of these required offsite facilities in any of the impact sections of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

The DEIR notes that the project will import 85,000 cubic yards of fill for the project grading. But there is no discussion of where the fill will be obtained from and any mitigation for air quality impacts, or other impacts at the borrow site or the expected travel route of fill transporting trucks, associated with the importation of the soils. These impacts are required to be disclosed in the DEIR.

3.3 Project Objectives Page 3-3

The following project objectives are not met by the proposed project:

- Create a new mixed-use community that allows for residential, retail/commercial, and senior housing while preserving and enhancing natural resources.

The proposed commercial use for the project represents approximately one percent of the total floor area. The remainder of the project, including the senior housing/facility is residential uses. Therefore the project is 99 percent residential by internal area and would not qualify as mixed use. This explains the need for the Minor Use Permit entitlement for the Santa Clarita General Plan and Zoning designation for the project site of Mixed Use – Neighborhood (MX-N). There are minimal benefits to the local community from neighborhood commercial facilities as would normally be the intent of the zoning and General Plan land use designation for the site. The small commercial component on site is setback from public streets and embedded within the senior housing facility. This lack of access will further diminish its use by the offsite neighborhood residents. The fact that the project would not qualify as a mixed-use project would make it incompatible with the General Plan and zoning and would not meet the project objectives.

No natural resources are preserved or enhanced by the project. The project will fill open space with high-density residential development which will create significant amounts of building footprint and acres of asphalt. Wiley Creek will be subjected to increased edge effects from high-density urban development and road expansion.

- Provide development and transitional land use patterns that are compatible with surrounding communities and land uses and are consistent with the City's General Plan.

There is no similar development in the surrounding community, as there are no nearby high-density residential uses and the site is largely surrounded by single-family detached residences. The project proposes eleven buildings of four-stories or three-stories in height and the new buildings will be up to fifty feet in height. This enormous increase in building massing will be immediately adjacent to a mobile home park, Wiley Canyon Road and the I-5 right-of-way, which has no such residential structures next to it nearby as there are no buildings higher than two stories in the project vicinity. The lack of commercial use area in the project also results in the project not being compatible with the General Plan designation and zoning for the site.

I30-3
Cont.

- Arrange land uses and add amenities to reduce vehicle miles traveled and to encourage the use of transit.

The project is an auto-dependent residential project and there are no amenities that would reduce VMT. The only transit corridor in the project vicinity is the I-5, so vehicles will be the predominant mode of travel. The proposed multiuse trail to be added to the project's frontage on Wiley Canyon Road does not make convenient connections to land uses other than residential ones.

- Design neighborhoods to locate residential and non-residential land uses in close proximity to each other and major road corridors, transit and trails.

There is only a trivial amount of commercial in the project vicinity; the project adds 570 residences to an already residence-heavy neighborhood. The trails on site would be for internal use and there is minimal transit infrastructure near the site and the project only proposes to add bus turnouts.

- Maintain and enhance the use of Wiley Canyon Creek with native revegetation as to serve as a natural channel to be utilized by wildlife.

Project would encroach on the creek and would result in significant indirect impacts as a result of placing 1,700 residents, 90 employees, lighting, roads and parking adjacent to the creek thereby decreasing its natural value to wildlife.

Off-site Infrastructure Improvements (Page 3-9) lists a series of off-site construction required for the proposed project but nowhere in the DEIR are the impacts of these improvements ever discussed in the nearly 5,000 pages of the DEIR and its appendices. Additionally, the project proposes three traffic circles, two traffic signals and bus bays all offsite. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. All of this offsite development may have potentially significant impacts that have not been disclosed to either the public or the Planning Commission.

The Related Projects section (page 3-13) fails to include the two recently completed major self-storage facilities near the proposed project located immediately to the west of I-5 along Calgrove Boulevard and The Old Road, and does not include the Metro I-5 North Capacity Enhancements. Table 3-4 on page 3-14 should include these additional projects. A cumulative analysis does not preclude related completed projects (CEQA Guidelines, Section 15130 (b)(1)(A), and given their proximity to the project site, the two new large self-storage facilities built in the county on The Old Road and Calgrove Boulevard east of I-5, and the Metro I-5 North Capacity Enhancements should be included any cumulative analysis since they are closer to the project site than any of the listed future projects their impacts would contribute cumulatively to the proposed project.

I30-3
Cont.

4.1.4 Impact Analysis

Section 4.1 – Aesthetics

Contrary to the conclusions of this impact section, the proposed project would have significant environmental impacts. The DEIR fails to fully disclose the level of impact due to the absence of exhibits showing renderings of the project's buildings placed into photographs of the project site from surrounding viewpoints. A project of this size and massive alteration of the existing views needs such exhibits so that the Planning Commission and public have an understanding of the changes that will occur to the views and viewsheds in the project vicinity. The DEIR narrative alone is insufficient to determine impacts. Below are some sample photographs of views from the western side of I-5 that should have building renderings inserted in order to disclose project impacts (though there should be exhibits showing views from all public street elevations towards the project):



Old Road Looking Northeast

I30-3
Cont.



Old Road Looking Southeast

I30-3
Cont.

City of Santa Clarita General Plan Land Use Element policies are in conflict with the proposed project.

> Conservation and Open Space Element Policy CO 6.6.4: Where appropriate, require new development to be sensitive to scenic viewpoints or viewsheds through building design, site layout and building heights. (Page 4.1-6)

Project proposes five buildings of four stories (up to 50 feet in height) and six building of three stories in an area of largely open grassland and a surrounding area that has no buildings of taller than two stories in height. The proposed project therefore is insensitive to scenic viewsheds and significantly alters the views from the state scenic highway eligible segment of I-5 as well as surrounding public streets and neighborhoods.

Community Character and Design Guidelines (page 4.1-6), the project fails to meet the following ideals:

Is compatible in size, scale, and appearance with the character of Santa Clarita?

No, the project is a campus of buildings too large in scale/massing to be compatible with the single family residences in the surrounding area. There are no buildings of more than two stories in height near the site, and the mass of the buildings dwarf nearby structures.

Is attractive and an asset to the community

No, the project would displace attractive open space with obtrusive massive buildings and acres of asphalt.

Santa Clarita Municipal Code conformance:

▪ Section 17.55.040, Architectural and Design Standards: These provisions are subject to review by the Planning Commission and include, without limitation, the following:

- Buildings must be oriented along street frontage. Where multiple buildings are planned in a mixed use development, the structures should be of varying heights to create visual interest from the street.

- For mixed use projects that are over two stories in height, portions of the upper stories should be recessed from the front facade to reduce the overall massing of the building and to create varied building heights and sight lines.

I30-3
Cont.

The proposed project's buildings are set back from the street and limit access by anyone other than project residents. The project also multiple buildings over two stories in height and there is no recessing of the upper stories from the front facades. Therefore, the project does not meet these mixed-use design standards.

Threshold AES-1: Would the project have a substantial adverse effect on a scenic vista?

The DEIR's conclusion that the impacts would be less than significant is not supported by the discussion. This conclusion is reached without any form of diagram or visual simulation of the massive buildings on the project site. In addition, there is no discussion/or simulation of the visual changes resulting from the massive buildings to the state scenic highway eligible I-5 traffic looking eastward to the hillsides east of Wiley Canyon Road, Hawkbyrn Avenue looking south, nor from Wiley Canyon Road looking to the west. Without visual assistance of a photographic survey of the project site with the insertion of generated models of the buildings for views from key locations such as Wiley Canyon Road, Hawkbyrn Avenue and I-5, the public is forced to speculate with regard to the impacts given the inadequate narrative description. Therefore the level of impacts has not been sufficiently evaluated.

Though the segment of I-5 is currently only eligible to be considered a state scenic highway, it should be treated as such just as the impacts to a structure eligible for listing on the National Register of Historic Places are required to be addressed. A visual photo simulation of the project after construction from the I-5 viewpoints should be generated so that the level of impact to any scenic resources can be determined.

Threshold AES-3: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points.)? If the project is in an urban area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The DEIR's conclusion that the impacts would be less than significant is not supported by the discussion. This conclusion is reached without any form of diagram or visual simulation of the massive buildings on the project site. In addition, there is no discussion/or simulation of the visual changes resulting from the massive buildings to the scenic highway eligible Interstate 5 traffic looking eastward to the hillsides east of Wiley Canyon Road, Hawkbyrn Avenue looking south to the ridgelines, nor from Wiley Canyon Road looking to the west. Without visual assistance of a photographic survey of the project site with the insertion of generated models of the buildings for views from these key locations, the public is forced to speculate with regard to the impacts given the inadequate narrative description. Therefore the level of impacts has not been sufficiently evaluated.

Table 4.1-1. Project Consistency with the Community Character and Design Guidelines –

Less than significant finding is unsubstantiated because of conflict with guidelines as was discussed above. The proposed project is in conflict with General Plan policies, Community Character and Design Guidelines and The Santa Clarita Municipal Code.

AES-4. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

I30-3
Cont.

Project site is currently unlighted and the project would introduce significant amounts of nighttime light. Narrative does not discuss the total amount of added light, has no diagram or simulation of the change in nighttime views. Without a visual representation of the nighttime lighting created by the project, the impact level is unknown. Therefore, the finding of a less than significant impact is unsupported by evidence.

4.1.7 Cumulative Effects

Since the potential aesthetic impacts of the project are inadequately analyzed as noted above, the level of cumulative aesthetic impacts can't be determined. Moreover, the cumulative analysis fails to include the offsite impacts to aesthetics/light and glare from the nearby two recently completed storage facilities in the County of Los Angeles located to the southwest of the project site, and does not include the Metro I-5 North Capacity Enhancements. Also not addressed are the aesthetic impacts of the new water tank required to be constructed offsite on a prominent ridgeline located east of the proposed project site or impacts from the removal of 85,000 cubic yards of fill from offsite.

The DEIR does not discuss the construction-related and operational environmental aesthetic impacts of any of the offsite facilities in the impact sections of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.2 Air Quality

The Air Quality Section is deficient in characterizing the existing conditions, future conditions and impacts to future residents and the existing residents in the project vicinity. CEQA requires that all of these be addressed and given the project's location next to a major line source of air pollution and noise generation and this analysis is critical to the disclosure of impacts.

> CEQA Guidelines Section 15126.2 CONSIDERATION AND DISCUSSION OF SIGNIFICANT ENVIRONMENTAL IMPACTS states:
>
> (c) The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. For example, the EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas.

This would apply to a project that brings 570 residential units to within the 500 foot setback from a freeway that violates the standards of both the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD). Air Quality impacts on the site and in the adjacent neighborhoods are increased by the local topography and the effects of vehicles compensating for the elevation changes associated with the Newhall Pass grade. The modeling documented in the air quality appendix does not factor in these characteristics and thereby understates the potential impacts.

I30-3 Cont.

> AQ-1. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Existing Ambient Air Quality Section fails to adequately evaluate current air quality on the project site. The DEIR (page 4.2.2) states:

> The monitoring station most representative of the project site is the Santa Clarita Valley Monitoring Station, located at 22224 Placerita Canyon Road, Santa Clarita, CA 91321. Criteria pollutants monitored at this station include ozone, NO2, CO, and PM10. Additional monitoring stations were used to complete Table 4.2-1, Ambient Air Quality in the Project Vicinity. The West San Fernando Valley Monitoring Station was referenced for PM2.5 data, located at 18330 Gault St, Reseda, CA 91702, and the Central Los Angeles County Monitoring Station, located at 1630 North Main Street, Los Angeles.

None of these stations are in proximity to the major line source of air pollution that I-5 represents. Additionally, the Project Site is surrounded by hills, including the San Gabriel and Santa Susanna mountains which the I-5 bisects and has a large downgrade into the project site. All of the surrounding hills have nighttime drainage winds which concentrate vehicle emissions onto the project site and would not be represented by stations used to generalize the ambient air quality on site. I-5 also has a slight downgrade from the north of the project site to the base of the Newhall grade, again trapping pollutants at the project site, as well as hills to the east and west forming a bowl that suppresses advection and pollutant dispersal. Because of the surrounding higher topography, advection is reduced, and pollutants tend to concentrate in the project vicinity. Because of the lack of sampling at the project site, it is unknown the amount residents both on and adjacent to the project site will be exposed to increased toxic air pollution at levels above the standards in the basin AQMP. Putting 570 residential units onto this site is a potentially significant environmental impact.

> AQ-2. Would the project result in a cumulatively considerable new increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Project makes an assumption of being a generalized location in the SCAB, using data from SCAQMD stations in Van Nuys, Downtown Los Angeles and in Newhall to east of Raliroad Avenue. Site concentrations of pollutants, particulary PM 10/2.5 are undoubtably higher than those at the SCAQMD stations when the site is located immediately adjacent to one of the greatest line sources of pollution in the state, I-5. Additionally, this location is at the northern base of the Newhall Pass, and vehicles accelerate in the southbound lanes at the site to begin to climb over the pass and, correspondingly, vehicles brake in the northbound lanes at the base of the pass in order to slow after descending from the top of the pass. These characteristics would lead in an increase in pollutants, particularly toxic particulates, including particulate matter, which are then pushed on the site by nighttime drainage winds from the pass and coming down canyon as well as from other hills to the west and east of the project site. Since the existing level of pollution is unknown, a site characterization study with real time sampling is needed to ascertain air quality on site.

I30-3
Cont.

Therefore, it is impossible to determine impacts, particularly cumulative impacts both onsite and it the existing neighborhoods, without doing a site characterization study with real time sampling and it is impossible to calculate impacts by relying exclusively on modeling to determine the threat from criteria and toxic air pollutants both on the site and in the adjacent residences. The SCAQMD's cumulative criteria for impacts do not work for localized pollutants (CO/PM) because the baseline levels are unknown at the site.

The DEIR also understates the anticipated pollution to be generated from the project site. The expected 31% reduction in vehicle miles travelled as a result of increased project density and decreased parking is unsupported and likely will not occur. Therefore the project has the potential to contribute to exceedance of Federal and State Ambient Air Quality Standards and should be considered a significant environmental impact.

AQ-3. Would the project expose sensitive receptors to substantial pollutant concentrations?

SCAQMD's siting distance recommendations are the same as those provided by CARB, e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads….(DEIR page 4.2-27) due to high levels of toxic air pollution. The project proposes to put nearly 1,300 residents and seniors within the recommended setback, namely as close as within 66 feet of a line source of air pollution, the northbound lanes of I-5, that has over 110,000 ADT currently and expected to have over 130,000 ADT by 2035 (I-5 North Capacity Enhancements, I-5 HOT Lane Daft Supplemental EIR, 2013). This is a potentially significant environmental impact, and it cannot be determined to be less than significant pending a site air quality characterization study with an air quality sampling under typical conditions. A local study of freeway emissions has noted this increased risk:

> Traffic related non-tailpipe particulate matter emissions can rival the continuously decreasing tailpipe emissions in modern fleets. Non-tailpipe emissions have become the dominating source of traffic emissions in California already. This study measured ambient $PM_{2.5}$ and PM_{10} concentrations at near road environments for two major highways in California, I-5 in Anaheim and I-710 in Long Beach. A total of 51 elements were measured from filter samples collected over four-hour intervals for a two-week period in the winter of 2020 before the statewide lockdown by the COVID-19 pandemic. Iron was the most abundant element in ΔPM_{10} (differences between downwind and upwind sites), contributing to 30 % and 24 % of total measured elements in ΔPM_{10} at the I-5 and I-710 locations, respectively. (Metal contents and size distributions of brake and tire wear particles dispersed in the near-road environment, Sci Total Environ. 2023 Jul 20:883:163561. doi: 10.1016/j.scitotenv.2023.163561. Epub 2023 Apr 23.)

I30-3 Cont.

As demonstrated in the response to threshold AQ-2 above, the level of pollution in the project vicinity is unknown. Therefore, it is impossible to determine impacts, particularly cumulative impacts both onsite and it the existing neighborhoods, without doing a site characterization study with real time sampling and it is impossible to calculate the project's impacts by relying exclusively on modeling to determine the threat from criteria and toxic air pollutants both on the site and in the adjacent residences. The SCAQMD's cumulative criteria for impacts do not work for localized pollutants (CO/PM/NOX) because the baseline levels are unknown at the site.

Due to the lack of knowledge regarding current ambient air quality at the site and in adjacent neighborhoods, the additional construction emissions for the project remain potentially significant.

Freeway Health Risk Assessment (Appendix D of AQ tech report) gives an optimistic assumption regarding future PM emissions because it only relies on tailpipe emissions to determine risk from air toxics at the project site. It assumes technological improvements will decrease tailpipe emissions but does not account for any increase in tire/brake PM emissions. It is anticipated that there will be future increases in these emissions due to heavier vehicles on average (Emissions Analytics finds pollution from tire wear can be 1,000x worse than exhaust emissions - Green Car Congress, https://www.greencarcongress.com/2020/03/20200308-emissionsanalytics.html.)

Additionally, this location is at the northern base of the Newhall Pass, and vehicles accelerate in the southbound lanes at the site to begin to climb over the pass and, correspondingly, vehicles brake in the northbound lanes descending from the top of the pass and leading to increased pollutant generation and the concentration of these pollutants at the base of pass. These characteristics would compounded by an increase in particulate pollutants from increased brake and tire wear of heavier vehicles with the future vehicle mix relying more on electric vehicles. These toxic particulates which are then pushed on the site by nighttime drainage winds from the pass and coming down canyon towards the project site. The HRA assumes flat terrain and only uses tailpipe emissions thereby understating the level of pollutants on site and in the adjacent neighborhood both now and in the future. The tailpipe emissions need to be supplemented with the expected increase in PM emissions from the modified vehicle fleet. The project's pollutants would be additive to the high ambient concentrations and potentially cumulatively significant both onsite and at adjacent residences. These impacts will be increased by the estimated 30 percent growth in average vehicle daily traffic counts expected on I-5 by the year 2035 as noted in the FEIR for the North County I-5 Improvements project.

I30-3
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The project would expose the senior residents to high levels of toxic particulate air pollution. This population would potentially see a higher incidence of Alzheimer's disease due to the proximity to I-5 and the increased pollution from the proposed project. (Fine Particulate Matter and Dementia Incidence in the Adult Changes in Thought Study | Environmental Health Perspectives | Vol. 129, No. 8 (nih.gov) https://ehp.niehs.nih.gov/doi/10.1289/EHP9018. An additional study from the UK determined that higher concentration of vehicle-related pollution increases the incidence of Alzheimer's disease:

This study reveals, in a cohort of nearly 40,000 UK Biobank participants…In addition, after accounting for age and sex effects, diabetes, traffic-related pollution and alcohol were the most deleterious modifiable risk factors (MRFs) on these particularly vulnerable brain regions. (emphasis added).

Another study from Canada (Exposure to ambient air pollution and the incidence of dementia: A population-based cohort study, Environment International, Volume 108, 2017, Pages 271-277) found that:

- Exposure to ambient nitrogen dioxide and fine particulate matter was associated higher incidence of dementia
- 15,813 cases of dementia (or 6.1% of total cases) were attributable to elevated air pollution exposure in this cohort
- Exposure to ambient nitrogen dioxide and fine particulate matter was associated higher incidence of dementia

Given the project being as close as 66 feet from the nearest freeway lane, there is a potential for significant impacts to the future residents of the senior facility (as well as the other residents in the vicinity) due to exposure to increased levels of both fine particulate matter and nitrogen dioxide.

Exposure to high levels of vehicle-related air pollution has numerous deleterious effects other than an increased risk of lung cancer that was evaluated for in the DEIR's Air Quality Technical Report. These include, but are not limited to, increased rates of breast cancer, increased levels of strokes, emphysema and chronic pulmonary obstructive disease, National Institute of Environmental Health Sciences: Air Pollution and Your Health (nih.gov) https://www.niehs.nih.gov/health/topics/agents/air-pollution. Since no air quality ambient sampling program was performed, the air pollutions levels at the site and the incremental increase of air pollution from the project on future onsite residents and surrounding residents is unknown and remains potentially significant.

I30-3 Cont.

The shift in vehicle fleet composition to comply with California regulations mandating electric vehicles will compound all of the risks noted above given the expected increase in PM emissions from heavier vehicles on average.

The project site is within five miles of Sunshine Canyon Landfill, and current residents within that zone are eligible to join a class action lawsuit due to odors and potentially other pollutants impacting the site, yet there is no discussion of the potential impacts in the DEIR.

The city should also consider that, with the placement of residents, children and seniors within less than the recommended protective setback from a freeway by both the CARB and SCAQMD, and with all of the new research that documents the health impacts of vehicle-related pollution, the city exposes itself and it residents to significant liability risk. The city cannot now deny that they were unaware that they were placing residents in conditions that increase health impacts.

The DEIR does not discuss the construction-related and operational environmental air quality impacts of any of the offsite facilities in the impact sections of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.3 Biological Resources

The DEIR notes that there is suitable Least Bell's Vireo habitat on the project site and recommends that protocol surveys be completed prior to project construction. These protocol surveys need to be conducted prior to the approval of the DEIR because, without them, the level of impact to a sensitive species has not been determined and deferring this information is inconsistent with CEQA.

This is also true of the Crotch Bumble Bee habitat on site. The level impact must be determined before it can be stated that the impact has been reduced to less that significant. A determination that an incidental take permit is or is not required should be included in the DEIR's discussion of impacts and not deferred until after project approval.

The DEIR understates the level of impact to the riparian habitat onsite during construction after project completion. The project would encroach on the creek, and the banks on both sides would need to be reconstructed after grading. Long-term operation impacts would result in indirect impacts as a result of placing 1,700 residents, lighting, multiuse trails, roads and parking adjacent to the creek, increasing disturbance and decreasing its natural value to wildlife. This is a potentially significant environmental impact that is not addressed in the DEIR. Moreover, MM-BIO-5 would require on- or off-site restoration of protected water and associated riparian habitat at a ratio of no less than 2:1. Without any knowledge of the quality and location of the restoration, the conclusion that impacts on drainage patterns and riparian habitat are reduced to a less-than-significant level is unfounded.

I30-3 Cont.

The DEIR does not discuss the construction-related and operational biological resources impacts of any of the offsite facilities in the impact sections of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.4 Cultural Resources

The DEIR does not discuss the construction-related and operational impacts to cultural resources from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.5 Energy

The DEIR does not discuss the construction-related and operational impacts to energy from any of these offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.6 Geology and Soils

The DEIR does not discuss the construction-related and operational impacts to Geology and Soils from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.7 Greenhouse Gas Emissions

The discussion of the potential impacts of project cites the imagined average daily trip (ADT) reduction from higher density housing and decreased parking as reducing the project's greenhouse gas emissions. Neither of these project designs will reduce the project ADT as they rely on faulty assumptions as discussed in the Transportion section below. Therefore, the project's greenhouse gas emissions remain potentially significant.

The DEIR does not discuss the construction-related and operational impacts from Greenhouse Gas Emissions from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

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4.8 Hazards and Hazardous Materials

> *Threshold HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The project would place residents as close as 66 feet and senior living units within 100 feet from the nearest lanes of I-5, on which hazardous materials are routinely transported. Heavy-duty trucks are descending down the steep Newhall Pass grade or accelerating to climb the grade southbound and this change in speed increases the risk of upset and accident conditions that may release hazardous materials that would be a hazard to the new residents and seniors. This is a potentially significant environmental impact that is not addressed in the DEIR.

The shift in the vehicle fleet to more electric vehicles and trucks will increase the potential from accident conditions on I-5 the will impact residents of the site as the average weight of these vehicles will be increased. This increased weight will decrease the ability for barriers to contain vehicles that lose control on the road:

> "Increasing weight means that there's a lot more force required to redirect that vehicle to the roadway," University of Nebraska professor Cody Stolle, who led the study, told The Washington Times. "We found these guardrail systems don't have great compatibility with these [electric] vehicles yet."
> (https://www.washingtontimes.com/news/2024/feb/12/experts-warn-electric-vehicle-weight-threatens-roa/)

The DEIR does not discuss the construction-related and operational impacts from Hazards and Hazardous Materials from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.9 Hydrology and Water Quality

The DEIR does not discuss the construction-related and operational impacts to Hydrology and Water Quality from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.10 – LAND USE AND PLANNING

The DEIR includes the following significance threshold:

> LU-2. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project would exceed this threshold. This impact evaluation is discussed in the DEIR by relying on its General Plan Consistency Analysis. The project is inconsistent with the General Plan Goals, Objectives and Policies as discussed below, and it will have a potentially significant effect.

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> Page 4.10-8
>
> SCMC ▪ Section 17.35.020 – Mixed Use Neighborhood (MXN) Zone. This zone is intended for mixed use development, <u>which is encouraged in order to create neighborhoods that integrate residential uses with complementary commercial services, including retail and office uses.</u> Mixed use neighborhoods should be designed in consideration of surrounding development patterns, proximity to public transit, providing roadway and trail linkages to adjacent development where appropriate. Nonresidential uses consistent with this district include those in the neighborhood commercial (CN) and community commercial (CC) districts. The residential density range in mixed use neighborhoods shall be a minimum of six (6) to a maximum of eighteen (18) dwelling units per acre, and maximum floor area ratio for the nonresidential portion of the development shall be 0.5. Building heights shall not exceed fifty (50) feet.

The project does not contain either neighborhood commercial/community commercial uses, and is inconsistent with the zone. A true mixed use project would be similar to what has been proposed by New Urban West for the former Porta Bella site:

> Now being billed as Sunridge, New Urban West is looking to build more than double the previous number of approved residential units on the land, from 2,911 to more than 6,500. A "village center" to accommodate residents' needs with a grocery store, restaurants and other retail would be somewhat central in the project. (SCV Signal, March 8, 2024)

Given the existing surrounding residential uses of proposed project, such a true mixed use project would better serve the neighborhood and meet the project's objectives. Instead, the project adds 570 additional residential unit and a trivial amount of commercial that is off of any public streets and of little use to neighboring residents. The City seems to know what land uses should be included in a mixed-use project when it wishes it. Better meeting the goals of a mixed-use project is the proposed addition of 2,550 new homes at the Valencia Town Center site as is proposed. Given the intense surrounding commercial development, the addition of complimentary housing would be a benefit to the area. (SCV Signal, April 6, 2024)

The project is inconsistent with many of the desired development characteristics that are used to make a significance determination. Table 4.10-1. Desired Development Characteristics Consistency Analysis Discussion has several examples of this inconsistent with land use plans Page (Table 4.10-11): I30-3 Cont.

> Buildout Assumptions: Not exceed 830,000 square feet (representing a floor area ratio of approximately 0.5) of total residential and commercial combined development, excluding parking facilities. Consistent. The project would introduce a 277,108 square feet senior living facility, 8,914 square feet of commercial and 379 apartments (or 135,594 square feet and 247,378 square feet between the Planning Areas 2 and 3). As such, the project would result in a total of 668,994 square feet of residential and commercial combined development, excluding parking facilities, which is below the established maximum of 830,000 square feet.
>
> 2) Preserve the character of existing residential neighborhoods located along the Calgrove Corridor and provide adequate buffer and transition from any development on the subject properties
>
> Consistent. The project is confined to a site that does not include existing residential neighborhoods along the Calgrove Corridor. The project would include landscaping and other project design features to adequately buffer the project from the adjacent neighborhoods and properties. The project would include off-site improvements along the Calgrove Corridor at the intersection of Calgrove Boulevard and Wiley Canyon Road. However, these improvements would not affect the character of the existing surrounding uses. No existing residential neighborhoods would be modified, and the project would introduce new residential land uses adjacent to existing residential.

This is incorrect. The project would place four-story buildings of as much as fifty feet in height immediately adjacent to the existing mobile home park and has a campus of eleven building of three stories or higher. The remainder of the neighborhood contains no buildings of higher than two stories and does not have immense parking lots as is proposed for the project. Therefore, the project DOES NOT preserve the character of the neighborhood and is inconsistent with the desired development characteristics.

> 3) Propose an economic engine with an appropriate amount of jobs, retail, office, restaurant and general commercial square footage combined with neighboring and integrated housing types.

The project contains only one percent of floor space as commercial and there are no integrated housing types as the neighborhood is predominately single-family detached housing and the project is exclusively high-density multiple family housing. Therefore, the project is inconsistent with the desired development characteristic.

> 5) Consist of 360-degree architectural design with pedestrian-scaled building massing and forms where adjacent to existing residences, with the use of landscaping to visually soften hard edges of buildings.

The project would place four-story buildings of as much as fifty feet in height immediately adjacent to the existing mobile home park. The remainder of the neighborhood contains no buildings of higher than two stories and there is no pedestrian-scaled building massing and forms adjacent to existing residences. Therefore, the project is inconsistent with this desired development characteristic.

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> 6) Have varied building heights and create east/west sight lines; building heights taller than 55’ would require approval of a conditional use permit.

Project buildings are oriented north to south and do not create east/west sight lines. This orientation will block views from east of Wiley Canyon Road and from the I-5 to the west (see the discussion above regarding aesthetic impacts). Therefore, the project is inconsistent with this desired development characteristic.

> 8) Understand that introducing a higher density development at this location would have traffic and pedestrian circulation impacts on the existing neighborhood, and therefore to minimize those impacts, special attention to access points must be considered.

By constructing three new roundabouts, within a less than one-mile reach of Wiley Canyon Road, the project will provide major incentives for traffic to cut through the existing Oak Ridge Estates streets to avoid one or more of the roundabouts. As Senior Traffic Engineer Ian Pari commented at the March 19, 2024 Public Hearing, staff is unaware of the extent these shortcuts would be used and would look at the issue after the project is constructed. CEQA does not permit this deferral of impact analysis, and the impacts must be fully disclosed in the DEIR. Therefore, the project is inconsistent with this desired development characteristic. The inability to determine the level of impact means that it remains potentially significant for CEQA purposes. Therefore, the project is inconsistent with this desired development characteristic.

The project is inconsistent with several of the goals, objectives and policies of the General Plan Land Use Element. From Table 4.10-2., General Plan Land Use Consistency Analysis (page 4.10-14):

> Objective LU 2.1: Provide adequate, suitable sites for housing, employment, business, shopping, public facilities, public utility facilities, and community services to meet current needs and the anticipated needs of future growth.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood, and it will not function as a mixed use project that will benefit the area or the needs of future growth. Therefore the project is inconsistent with this objective.

> Policy LU 2.1.2: On the Land Use Map, integrate land use designations in a manner that promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another.

I30-3 Cont.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area, or provide a healthy, walkable community. Therefore the project is inconsistent with this policy.

> Policy LU 2.1.5: Identify areas with hazardous conditions and ensure that uses in or adjacent to these areas pose minimal risk to public health or safety.

The project is a high density residential development placed immediately adjacent to one of the largest line sources of air pollution in the state. Noise levels on site are so high that two Planning Commissioners noted during the March 19, 2024 meeting, that when they were onsite they couldn't hear normal conversations due to freeway noise. The project would expose nearly 1,500 people to this same level of noise on a continuous basis. For these reasons and others, the project would represent a significant increase in risk to public health and safety. The expected increase in traffic volumes and increased average vehicle weight on I-5 will compound these problems. The project would generate increases in both air pollution and noise to the existing residents. Therefore the project is inconsistent with this policy.

> Policy LU 2.2.1: Identify areas of scenic or aesthetic value to the community, and minimize the designation of uses in these areas that would diminish their aesthetic quality.

The proposed project would greatly alter the appearance of the project site relative to existing conditions. It will fill open space with five four-storey and six three-storey buildings as well as several smaller buildings and acres of asphalt. Moreover, the significant change in appearance would be visible from all of the surrounding public roads, including the state scenic highway eligible I-5. The project site is surrounded on two-sides by single-family homes on no more than two stories in height. As such, the appearance of the site under project build out conditions would be vastly dissimilar to the existing surrounding area as there are no buildings of a similar mass or height to the project. Certain vantage points near the project site, particularly near Wiley Canyon Road, I-5, The Old Road and Hawkbyrn Avenue, contain views of the surrounding hillsides, mountains, and ridgelines. The quality of these views will be severely impacted by the project. The DEIR does not provide any visual analysis of the project's aesthetic impacts. Therefore, the project would substantially diminish the aesthetic quality of the project site and surrounding area. For further discussion on the project's potentially significant impacts related to aesthetics, see the discussion of aesthetic impacts above. The project is inconsistent with this policy.

> Objective LU 2.3: Increase mixed-use development where appropriate to create more livable neighborhoods, walkable business districts, and to reduce vehicle trips, while ensuring land use compatibility, through mixed-use zoning

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The project is a high density, auto-dependent residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area. Therefore the project is inconsistent with this objective.

> Policy LU 2.3.1: In a mixed-use development, residential densities at the higher end of the allowed range should be allowed only if the development incorporates a robust mix of non-residential uses.

The project is a high density residential development does not have a robust mix of commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area. Therefore the project is inconsistent with this objective.

> Policy LU 2.3.2: Either vertical or horizontal integration of uses shall be allowed in a mixed-use development, with an emphasis on tying together the uses with appropriate pedestrian linkages.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will benefit the area. It will not have either vertical or horizontal integration of uses since it is overwhelmingly high-density residential. Therefore the project is inconsistent with this objective.

Policy LU 2.3.6: Provide parking alternatives in mixed-use developments, including subterranean parking and structured parking to limit the amount of surface area devoted to vehicle storage.

The project is a high density residential development with only surface area parking. Therefore the project is inconsistent with this objective.

Goal LU 3: Healthy and safe neighborhoods for all residents.

The proposed project would result in the development of high-density residential use with minimal commercial and a small area recreational uses that will be unusable due to high levels of noise and air pollution at the site. Section 4.2, Air Quality, fails to evaluate the existing levels of air pollution at the site and does not adequately describe project-related effects to nearby sensitive receptors (i.e., nearby residences) and future residents on site. The project's impacts remain potentially significant. Similarly, hazards-related effects to sensitive receptors have not been evaluated in that there is no sampling of current levels of toxic air pollution for the site or surrounding neighborhoods. The project's impacts remain potentially significant. All of these impacts will deteriorate in the future with the anticipated 30% increase in average daily traffic by the 2035 on I-5, the anticipated increase in average vehicle weight on I-5 and on surrounding roads, and the connection of Wiley Canyon Road to Via Princessa Avenue. For these reasons, the project would not support this goal, even with the incorporation of mitigation measures

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Policy LU 3.3.3: Identify neighborhoods in which uses that pose a potential hazard to human health and safety may be over-concentrated, and address public safety through use of buffer areas, policies on siting decisions for such uses, changing land use designations, or other means as deemed appropriate.

The proposed project would result in the development of high density residential uses with minimal setback from a major source of air pollution and noise. The project would conflict with that California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) guidance that no residential projects should be built within 500 feet of a freeway, yet the project would build 570 residential units within this zone. Section 4.2, Air Quality, fails to evaluate the existing levels of air pollution at the site and does not adequately describe project-related effects to nearby sensitive receptors (i.e., nearby residences) and future residents on site. The project's impacts remain potentially significant. Similarly, hazards-related effects to sensitive receptors have not been evaluated in that there is no sampling of current levels of toxic air pollution for the site or surrounding neighborhoods. All of these impacts will deteriorate in the future with the anticipated 30% increase in average daily traffic by the 2035 on I-5, the anticipated increase in average vehicle weight on I-5 and on surrounding roads, and the connection of Wiley Canyon Road to Via Princessa Avenue. The project's impacts remain potentially significant. For these reasons, the project would not support this policy.

Policy LU 3.4.4: Within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a high quality living environment.

Policy LU 3.4.5: Ensure compatibility between single family and multiple family residential developments through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations.

Policy LU 4.1.2: Promote creation of village commercial centers throughout the Santa Clarita Valley to meet the local and convenience needs of residents.

The project is a high density residential development and has no village commercial centers and is located in an existing residential neighborhood and will not meet the local and convenience needs of residents. Therefore the project is inconsistent with this policy.

Policy LU 5.2.2: Provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood. The project will not function as a mixed use project that will provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores. The minimal recreational uses on site are located in an area that precludes their use due to noise and air pollution. The project places massive four story buildings adjacent to the existing mobile home park and multiple three-storey or taller buildings in a residential neighborhood of single-family homes that are no taller than two-stories in height. Therefore the project is inconsistent with these policies.

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Policy LU 5.2.5: Encourage the mix of compatible uses in areas where, though not served by rail or transit, mixed uses will achieve more walkable neighborhoods and trip reduction, in conformance with applicable policies.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will achieve more walkable neighborhoods and trip reduction. Therefore the project is inconsistent with this policy.

Objective LU 6.2: Provide attractive public and open spaces in places visited by residents and visitors, where feasible and appropriate.

Project will add to outdoor noise levels that are currently intolerable on site and increase noise in the neighborhood already impact by traffic-related noise. All of the current noise levels will be exacerbated by project 30% increase in I-5 traffic by 2035 as well as increased traffic on Wiley Canyon Road due to its future connection to Via Princessa Road. These high noise and air pollution levels will be compounded by the trend towards heavier vehicle weights due to the state- and federal-mandated changes in vehicle types. The minimal open spaces proposed for the project will not be visited for these reasons. Therefore, the project is inconsistent with Objective LU 6.2.

Policy LU 6.3.3: Enhance major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and at the northern and southern entrance points on Sierra Highway, where feasible and appropriate.

The proposed project would greatly alter the appearance of the project site relative to existing conditions. Moreover, the significant change in appearance would be visible from all of the surrounding public roads, including the state scenic highway eligible I-5. The project site is currently largely open space and surrounded on two-sides by single-family homes on no more than two stories in height. As such, the appearance of the site with four-story building under project conditions would be vastly dissimilar to the existing surrounding area as there are no buildings of a similar mass or height near to the project. Certain vantage points near the project site, particularly near Wiley Canyon Road, I-5 and Hawkbyrn Avenue, contain views of the surrounding hillsides, mountains, and ridgelines. The quality of these views will be severely impacted by the project. The DEIR does not provide any visual analysis of the project's aesthetic impacts. Therefore, the project would substantially diminish a major entrance point to the community. For further discussion on the project's potentially significant impacts related to aesthetics, see the discussion of aesthetic impacts above. The project is inconsistent with this policy.

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Goal C 3: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

The project is a high density residential development with minimal commercial uses and is located in an existing residential neighborhood and will not function as a mixed use project that will reduce travel demand by automobile. The analysis states that a 30% reduction in VMT would occur due to increased density; this is a purely speculative assumption that is unsupported by evidence. A 10-unit/acre project would not have any less VMT than a 20-unit/acre project if all of the surrounding land uses are unchanged and residents travel just as far for services. This is the metric that should be used, there are no proposed changes to the surrounding land uses and vehicle miles travelled/unit would be identical between the two projects. Moreover, the project proposes 379 residential units on a 32-acre site, which is a density far less that 40-50 dwelling units per acre claimed in the DEIR. What is suggested is that if there were two identical residential projects, but one of them doubled the density and left half

of the site undeveloped, it would result in significant drop in VMT, and this is implausible. There already is an ADT reduction in the ITE manual for apartments vs. single-family homes, to grant a VMT density-related reduction is double dipping on the reduction.

The DEIR cites the project density and parking limitations as reducing the project VMT, but the conclusions are dubious as discussed in the Transportation section. Therefore the project is inconsistent with this goal.

> Goal C 7: Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.

The project is a high density, auto-dependent residential development with minimal commercial uses and is located in an existing residential neighborhood. It will not function as a mixed use project that will provide alternatives to driving to local destinations. Therefore the project is inconsistent with this goal.

> Goal N 1: A healthy and safe noise environment for Santa Clarita Valley residents, employees, and visitors.

Project will add to outdoor noise levels that are currently intolerable on site and increase noise in the neighborhood already impact by traffic-related noise. All of the current noise levels will be exacerbated by project 30% increase in I-5 traffic by 2035, increases in vehicle weight, as well as increased traffic on Wiley Canyon Road due to its future connection to Via Princessa Road. Therefore, the project is inconsistent with Goal N 1.

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> Goal N 2: Protect residents and sensitive receptors from traffic-generated noise.

Project will add to outdoor noise levels that are currently intolerable on site and increase noise in the neighborhood already impact by traffic-related noise. All of the current noise levels will be exacerbated by project 30% increase in I-5 traffic by 2035, expected in increase in vehicles' weight, as well as increased traffic on Wiley Canyon Road due to its future connection to Via Princessa Road. Therefore, the project is inconsistent with Goal N 2.

Given the project's numerous inconsistencies with the desired developmental characteristics and General Plan Land Use Goals, Objectives and Policies, the project has a significant environmental impact due to due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The potentially significant environmental impact needs to be addressed in a revised DEIR and recirculated for public review.

The DEIR does not discuss the construction-related and operational impacts to Land Use from any of the offsite facilities or the impacts from the importation of 85,000 cubic yards of fill in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.11 Mineral Resources –

The DEIR does not discuss the construction-related and operational impacts to Mineral Resources from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.12 Noise

The Noise section of the DEIR fails to address the current noise levels on site and in the adjacent neighborhoods and does not calculate the future impacts from expected changes in the volume and type of vehicles that will travel around the project site. The DEIR repeatedly states in the Noise Section that "The closest offsite sensitive use is located 130 feet away to the east of the project site." Yet the mobile home park to the north is substantially closer that the homes to the east of the project site and is located less than 130 feet away from the project northern boundary. The DEIR needs to be revised to address the actual closest actual noise receptors.

There is a no analysis of the level of project impacts on the project site. While CEQA generally requires the evaluation of impacts from the project on the environment, risks to a resident population of a new project is required to be evaluated in a CEQA document. CEQA Guidelines Section 15126.2 CONSIDERATION AND DISCUSSION OF SIGNIFICANT ENVIRONMENTAL IMPACTS states:

I30-3
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> … The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected. For example, the EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas.

Therefore the DEIR needs to evaluate for noise impacts for sensitive receptors both in the surrounding neighborhoods and on the project site. Yet the DEIR inadequately evaluates existing noise levels near the site and has no evaluation of noise impacts on the project site. On Table 4.12-2., Ambient Noise Measurements documents noise sampling that only takes noise readings off site and in the morning hours when traffic on the northbound I-5, which is the closet lanes to the site, is lower than during the PM hours when commuter traffic heads back into the valley. Moreover, the sampling is limited to a total of fifteen minute-long sampling times which will not give any realistic data on the level of noise that would be experienced by people both on the project site and in the surrounding neighborhood. The sampling period should be at least 24 hours to adequately model the traffic noise throughout the day and should have been repeated under a variety of meteorological conditions. Noise levels vary significant during onshore versus offshore wind conditions as well as changes in relative humidity and cloud ceiling height.

By not have any sampling locations on the project site, and sampling during an inappropriate time for too short of a duration, the Planning Commission and the public have insufficient information to determine the level of noise that will occur on or near the site with the proposed project.

Additionally, it was noted by two of the Commissioners at the March 19, 2024 public hearing that at the Commission's site visit held near the northeastern corner of site and further away from I-5 than the majority of the site that the ambient noise was so loud that they couldn't carry on a normal conversation. Yet the DEIR includes a conclusion that there would be no significant impacts on the project site or in the nearby residential uses.

The requested approval includes minor park site that will be unusable due to the levels of noise, but this fact has been conveniently ignored by having a sampling program that does not adequately characterize site noise conditions. This is demonstrated by the brief sampling done at Calgrove Boulevard, closet to the proposed park site but further from I-5. Readings there were in excess of 70 dBA, and in over the city's noise standard.

> Threshold NOI-1. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (City of Santa Clarita Municipal Code, Chapter 11.44), or applicable standards of other agencies?

The Department of Housing and Urban Development regulations acceptable exterior noise standards for new home construction of 65 Ldn or less is exceeded by most of the offsite locations sampled by the deficient field study. Onsite noise impacts would be substantially worse and also not meet HUD standards. The City's own noise limits, shown in table 4.12-5 below, would be violated for all residents of the site, including seniors and children based on the results of the noise survey, as would occur also the residents in the immediate project vicinity. This is a potentially significant environmental impact.

I30-3 Cont.

Table 4.12-5. City Noise Limits:

Region	Time	Exterior Sound Level (dB)
Residential Zone	Day	65 dBA
Residential Zone	Night	55 dBA

The evaluation of Roadway noise levels as shown in tables 4.12-9 through 4.12-12, fail to disclose noise impacts to sensitive uses around the project site. Three of the five offsite measurements exceeded the daytime standard. This is before any of the project's noise impacts are added. There was no measuring of any nighttime noise levels. There is no calcuation for the future level of noise impacts at the mobile home park or any of the residences to the east of Wiley Canyon Road.

Measuring noise levels at intersections and calculating future noise levels as shown in Table 4.12-9 and Table 4.12-10 is of no benefit to the nearby and onsite residents of the project who will be impacted by noise. All of the intersections that were evaluated have no noise sensitive uses in their vicinity. The same offsite evaluation does not include the additional noise from the anticipated 30% in vehicle traffic on I-5 by the year 2035 from a mix of vehicles that will be much heavier and more noise generating. Additionally, none of the cumulative impacts to the residents nearby or onsite are calculated. The cumulative noise impacts from the North County I-5 improvements are not addressed in the analysis nor are the impacts from the connection of Wiley Canyon Road to Via Princessa Avenue. The potential impacts remain significant and unmitigated.

The noise analysis does not evaluate the failure of noise wall protection on site due to buildings located behind any such wall being substantially taller that the wall itself. The project proposes buildings as high as 50 feet located directly behind any noise wall that is expected to be constructed and may be a maximum of 18 feet in height (to be built by others). The taller building will reflect the noise off of the back of the proposed noise wall back into the site and adjoining neighborhood. This would decrease the sound protection of the wall and result in a potentially significant environmental impact that should be addressed in a revised DEIR.

The DEIR does not discuss the construction-related and operational impacts to Noise from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I30-3
Cont.

4.13 Population and Housing

The DEIR does not discuss the construction-related and operational impacts to Population and Housing from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.14 Public Services

b. Police protection?

Captain Justin Diez, Commander of the Santa Clarita Sheriff's Station has stated that crime rates in the SCV went up in 2023 and that morale is very low, "and …stated it's a countywide challenge, noting that department-wide staffing is at about 75%, but station-level staffing is at about 65%, which is about where the SCV station is." High density apartments will require significant police resources as is seen in various other major apartment developments around the city and unincorporated county.

1. SCV's top cop shares local law enforcement update , https://signalscv.com/2024/02/scvs-top-cop-shares-local-law-enforcement-update/
2. https://signalscv.com/2023/12/luna-touts-advancements-laments-deficiencies-after-first-year-as-sheriff/
3. https://signalscv.com/2024/01/lasd-numbers-indicate-rise-in-crime/
4. https://signalscv.com/2024/03/city-sheriffs-officials-confirm-loss-of-j-team/?utm_source=Signal

Therefore is a potential for a significant impact due to required increases in police protection services.

The DEIR does not discuss the construction-related and operational impacts to Public Services from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

I30-3
Cont.

4.15 Recreation

The project's proposed recreational facilities will be largely unusable due to high levels of both air pollution and noise on the site. Therefore, offsite recreational facilities will be impacted by use from 1,371 new residents and 90 employees and there is a potential for a significant impact.

The DEIR does not discuss the construction-related and operational impacts to Recreation from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.16 Transportation

Page 4.16-17 of the DEIR states:

> The project will increase residential density. To quantify the VMT reduction that results from increasing residential density, the GHG Handbook T-1 Increase Residential Density reduction measure is used. This component is applicable at the project/site level and VMT reductions are achieved by a project that is designed with a higher density of dwelling units compared to the average residential density. For this application, the project's estimated residential density of 40-50 du/acre is compared to the average residential density in the City of Santa Clarita (5-6 du/acre) and nationwide (9.1 du/acre). Based on the methodology outlined in the GHG Handbook and shown in Appendix K1, although the proposed project density would result in a higher reduction, this measure is capped at 30%. This project component would reduce VMT by 30.0%.

This reduction in VMT doesn't appear to be possible without a change in offsite land use that would allow the higher density residential uses to have access to commercial and other services. If two people wish to use a commercial service offsite, the density of the project they are living in would be immaterial to the traffic mode and VMT. Higher density residential areas would still use a vehicle to get to such services and there would be no reduction in the VMT. Moreover, the project proposes 379 residential units on a 32-acre site, which is a density far less that 40-50 dwelling units per acre claimed in the DEIR. What is suggested is that if there were two identical residential projects, but one of them doubled the density and left half of the site undeveloped, it would result in significant drop in VMT, and this is implausible.

I30-3 Cont.

There already is an ADT reduction in the ITE manual for apartments vs. single-family homes, to grant a density VMT reduction is double dipping on the reduction. For purposes of CEQA, the project would need to assume that the VMT would be unaffected by density, unless the project were proposing a new mode of transport or including significant commercial uses along with the residential ones. The only "major transit corridor" that is located near the project is I-5, which further encourages vehicle use and VMT.

The DEIR claims that by limiting parking supply there will be a further reduction in VMT. The project proposes to construct 13% less parking than the City standard by providing a shared parking provision (see Appendix K4 Final Parking Demand Study). To quantify the VMT reductions related to this site design feature, the GHG Handbook T-15 Limit Residential Parking Supply is utilized. As shown in Appendix K1, this component results in a project VMT reduction of approximately 1.23%. Project takes credit for reducing ADT by reduced parking, yet the parking Demand Study (Appendix K-4) says the 966 slots are more than adequate and result in a surplus that will allow residents to utilize all of their desired vehicles and will not result in a reduction of VMT. SCMC Mixed Use Development Standards - Total Parking Required 943. The shorting of residential parking will result in residents using the surplus parking provided by the senior and commercial facilities as overflow parking, and there would be no VMT reduction from reduced parking.

The VMT analysis, per Table 4.16-5, also fails to account for the senior residential units that will have vehicles and will add to the VMT totals of the project. Assuming there are no residents results in an undercounting of the project's total VMT.

Therefore, per Table 4.16-5, the total quantifiable VMT reduction by above mentioned project components of 30.90 percent is highly unlikely to occur after construction, and the project's VMT remains above the threshold of significance.

The DEIR does not discuss the construction-related and operational impacts to Transportation from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.17 Tribal Cultural Resources

The DEIR does not discuss the construction-related and operational impacts to Tribal Resources from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.18 Utilities and Service Systems

Solid waste

4.18.3 Thresholds of Significance
Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

I30-3
Cont.

The DEIR uses conditions and capacity at both the Chiquita Canyon and Sunshine Canyon Landfills to demonstrate that the project would not generate solid waste that would impact local infrastructure. However the solid waste disposal contractor for the city only sends municipal waste to the Chiquita Canyon Landfill.

The Chiquita Canyon Landfill currently is subject numerous enforcement actions from the South Coast Air Quality Management District, the Regional Water Quality Control Board and other agencies. There have been calls from the public and local politicians to shut down the landfill due to odor impacts and contaminated leachate. Recent articles include:

1. Water Board Hits Landfill With Another Violation, SCV Signal, March 28, 2024
2. Residents Remain Skeptical Over Response to Landfill, SCV Signal, March 22, 2024
3. Congressman Garcia Calls for Landfill Closure, SCV Signal, March 12, 2024
4. Schiavo Calls for State of Emergency in Response to Chiquita Canyon Landfill Crisis, SCV Signal, 3/12/24

Therefore, the local infrastructure is already impacted, and the additional waste from the project is a potentially significant impact.

The DEIR does not discuss the construction-related and operational impacts to Utilities from any of the offsite facilities in the impact section of the DEIR. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

4.19 Wildfire

The DEIR does not discuss the construction-related and operational impacts to Wildfire risk from any of the offsite facilities in the impact section of the DEIR. The borrow site where the required offsite fill is to be mined is not identified and the impacts of extraction and transport are not addressed. To adequately address the impacts of the project in its entirety, the DEIR needs to be revised to include these impacts and then recirculated for public review.

6. Alternatives

DEIR fails to provide a "reasonable range" of alternatives to the proposed project. This is especially true because the DEIR assumes that there is just one potentially significant environmental impact when, as demonstrated in the text above, the project has significant impacts in the following categories:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Land Use and Planning
5. Noise
6. Public Services
7. Transportation
8. Utilities

I30-3
Cont.

The list of alternative projects includes Alternative Two that would make the project's impacts significantly worse and Alternative Three which meets few of the project's objectives. There is only one Alternative (other than the No Project Alterative) that reduces the single significant impact in the DEIR.

> Alternative 4 would ***meet all the project objectives with the exception of partially meeting Objective No. 1 given that no retail/commercial is proposed***. Therefore, Alternative 4 is identified as the environmentally superior alternative given that it would meet ***all*** project objectives. (emphasis added)

The public and The Planning Commission need to genuinely know whether or not this environmentally superior alternative meets the projects objectives. If it does, then baring a determination of infeasibility, this must be the alternative selected by The Planning Commission. If Alternative 4 does not meet the objectives, then the arbitrary deletion of the 8,914 square feet of commercial space proposed in the proposed project is just an artifice to rule out the clearly environmentally superior to

the proposed project. Since this alternative retains more open space than the proposed project, the minimal amount of commercial use could have been included in Alternative 4.

The limited number and type of alternatives in the analysis fails to provide a reasonable range of choices to the Planning Commission. A number of additional alternatives would be required to fulfill the analysis requirements as alternatives are considered "The heart of CEQA".

No alternative sites were used to evaluate possible alternatives to the proposed project. There are sites in the city that are far more suitable for a high-density residential project such as this. Four superior sites are:

1. The 13-acre site located on the south side of Wiley Canyon Road between Orchard Village Road and the Wiley Canyon Road bridge (currently for sale)
2. The 24-acre parcel on the northeast corner of Circle J Ranch Road and Railroad Avenue (currently for sale)
3. The Valencia Town Center site, where a revision of the proposed plan could include the uses proposed for the project site.
4. The southwestern corner lot of Soledad Canyon Road and Railroad Avenue (old K-Mart site).

All four of these locations would be superior to the proposed site with fewer impacts in all of the categories listed above. The transportation infrastructure is better suited for high density uses in that the roads are all at least four-lanes in width and transportation centers are closer to all of the sites. The majority of these sites have high-density residential uses nearby and no single-family homes as close as the proposed project is to the mobile home park. As the adjoining land uses are not single-family detached homes the uses more compatible with the massive residential buildings of the proposed projects. These sites also have significantly more and varied commercial uses in their vicinity and could function as mixed use projects in a superior manner to the proposed project, since residents could use non-vehicle transportation to access a wider variety of commercial uses.

I30-3 Cont.

There are no state or federal jurisdictional waters on any of the sites that would be impacted and the sites are urban lots and void of biological resources. The sites are closer to the urban center and will not block hillside views from public viewing points. Moreover, there is no obnoxious adjoining land use like I-5 that will result in new residents being exposed to significant impacts from noise and air pollution and compounding those impacts on the existing neighborhood. None of these alternative sites lie within the 500-foot freeway setback recommended by CARB and SCAQMD for the protection of residents' health.

For these reasons, and others, a wider range of alternatives to the project must be included the DEIR in order for the city to comply with CEQA. The alternatives analysis should be revised accordingly, and the document must be recirculated.

In sum, the DEIR is woefully deficient and fails to disclose to the Planning Commission and the public the significant environment effects of the project. The document's shortcoming should be corrected and recirculated for public review.

I30-3
Cont.

Julie and Jeff Ford
Newhall

Brandon Whalen-Castellanos

From: Erika Iverson <EIVERSON@santa-clarita.com>
Sent: Tuesday, April 16, 2024 8:29 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Mixed-Use Project Comment

From: Maggie Cockerell <maggiecockerell@me.com>
Sent: Monday, April 15, 2024 11:53 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Cc: Annette Lucas <calgrovecorridor@aol.com>
Subject: Wiley Mixed-Use Project Comment

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Hello,
I oppose the Wiley Mixed-Use Project for many reasons, some of which I've listed below.
I don't believe that building expensive townhomes next to the freeway is the best use of this land. I had suggested in a written comment at an older meeting that instead of this project, the city should purchase the land and provide another park (at the March meeting, the suggestion was described as a private club, not a public city park). As the residents of LaSalle will attest, there is nowhere to ride their bicycles to safely. Everyone in these neighborhoods, especially Mulberry mobile home park would like a public park within walking distance. Now that Wiley Canyon Elementary School has completely fenced in their property, there is no public use of their grass area on weekends or in the summer. That was the closest "park" for these neighborhoods to use. Towsley Canyon is nearby, but there are no paved paths for bicycles or wheelchairs, or fields where kids can play. The residents in the area surrounding the project site range in age from the very young to the very old, and they are of all abilities. They can't safely bicycle all the way to Old Orchard, the closest park. I think it would show residents and visitors how much Santa Claritans value the environment by providing a beautiful public park as the entrance to the city. I31-1

A few of the reasons I oppose the project:

1. Interrupts the view to Towsley Canyon.
At the planning meeting in March Erica, you didn't show the Visualizations in your presentation. During the board discussion after the public comment, you flipped through your slides, and I could see on a hidden slide that the developer had already given project visualizations. Can you please share them with everyone at the meeting and include in email communications with people who are interested in the project? Based on the number of storeys listed for each building, sightlines to Towsley Canyon will be completely obscured. As I mentioned in my statement at the March meeting, the neighborhoods bordering the site benefit from the open space and the view. It keeps property values high, and it provides the closeness to nature that we were all seeking when we moved to Newhall. We love the cottonwood and ash trees, the gurgling Santa Clara river, the sound of frogs at night— and we don't want to give up any of it. I31-2

2. Blocking wildlife passage to Towsley Canyon from open space neighboring Oakridge.
According to the plan, there is fencing designed to border Wiley Canyon from the entrance to the property all the way past Canerwell Street. Even if it is horse fencing, it will reduce passage of larger animals, such as coyotes or deer. I have witnessed both coyotes and deer crossing at Fourl Street into the river bed to connect to Towsley Canyon. This blockade will cause accidents or force the animals into the Oakridge neighborhood. I31-3

Also, covering the riverbed is reminiscent of the concreting of the LA river all those years ago. Have we learned nothing? I31-4

3. Light pollution from the completed project.
The current site connects with surrounding open spaces to provide a buffer of darkness so we can enjoy the night sky. We moved to this area of Newhall because of its proximity to nature. This benefit to living here will disappear. I31-5

4. Loss of privacy for Oakridge and Mulberry mobile home park.
The project's multi-story buildings along Wiley Canyon will have views INTO the backyards of the homes that back up to Wiley Canyon. I am certain they bought these homes knowing that they would have no rear neighbors. Their privacy will disappear. The same can be said for folks in the mobile home park, as the seniors building will have direct view into their properties. I31-6

5. Environmental and noise pollution during construction.
Our neighborhoods have been subjected to continuous interruptions and pollution for the past few years from the widening of the 5 freeway. The proposed 9 months of digging and dumping of dirt described in the report hints to the continued filth we will have to put up with— plus put us at risk of Valley Fever! We would require the builder or the city to provide filter systems for us.
Coupled with the year(s) of construction noise (from dump trucks, cement trucks, bulldozers, lumber deliveries, impact hammers, etc) it will negatively impact our lives. We are neighborhoods of parents with children, work-from-home adults, and seniors who would like some quiet. I31-7

6. Emergency access for the project.
The developers plan shows one emergency access/egress gate at the back of the project, but nothing near Calgrove, bordering the 5 freeway. That means all residents of the new site would have to attempt in an emergency to exit from the main entrance on Wiley. In the event of a wildfire that would be disastrous. Towsley Canyon has caught fire more than once in the past 20 years that I've lived here. It's not unlikely that an ember could float from Towsley, over the freeway and onto the townhomes. The addition of those homes causes more traffic for current residents of the surrounding area, making it even more difficult to escape quickly. I31-8

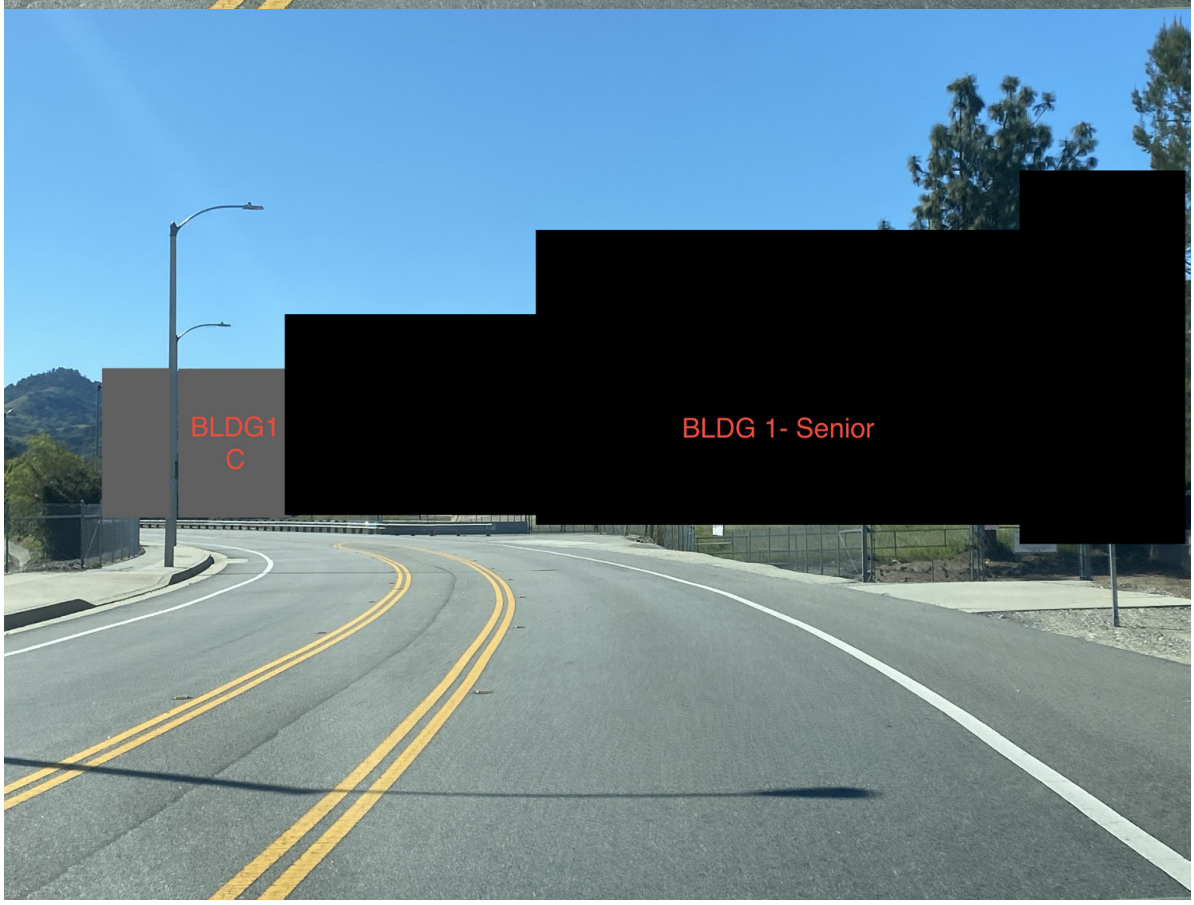
7. Increase of traffic
When there are blockages on the 5 freeway, Wiley Canyon Road is used as an alternate route. This causes a lot of traffic. Additional housing will just exacerbate this problem. Especially since there is no access for them to the 5 freeway other than via Wiley Canyon Road. I31-9

I will stop here, but I have many more reasons why I do not think this project is ready to greenlight. Thank you for your time and for listening to the residents that will be impacted by this project. I31-10

Maggie Cockerell
maggiecockerell@me.com
818-512-5687

Please see my attached Before and After images.
The building heights/elevations are estimated. Please share the Builder's Visualizations. I31-11





I31-11
Cont.



I31-11
Cont.



I31-11
Cont.

Maggie Cockerell 818-512-5687 maggiecockerell@me.com

From: Erika Iverson
Sent: Monday, April 15, 2024 4:50 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon Mixed Use Project Case 20-238. RE: Mulberry Mobile Home Park. Please note that my comments apply to both the DEIR and the Project Design

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From: Stephanie Correnti, RD <rdami@pacbell.net>
Sent: Monday, April 15, 2024 3:38 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Jason Gibbs <JGIBBS@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>; Cameron Smyth <CSMYTH@santa-clarita.com>; Bill Miranda <BMIRANDA@santa-clarita.com>; Laurene Weste <LWESTE@santa-clarita.com>; Marsha McLean <MMCLEAN@santa-clarita.com>; PLANNING <PLANNING@santa-clarita.com>
Subject: Wiley Canyon Mixed Use Project Case 20-238. RE: Mulberry Mobile Home Park. Please note that my comments apply to both the DEIR and the Project Design

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April 15, 2024

Hello to all the referenced:
City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

RE: The Wiley Canyon Mixed Use Project Case 20-238 and the residents at the Mulberry Mobile Home park
Please note that my comments apply to both the DEIR and the Project Design.

While watching the March 19, 2024 Planning Commissioners meeting, one of the commissioners had requested that a meeting with the developer and residents of the Mulberry Mobile Home park take place to inform the residents of the planned Wiley Canyon project.

To date, it appears that this has not taken place. The developer did outreach to the HOA's of The Oaks, Hidden Valley and La Salle as well as hosting onsite community meetings.

This brings up the questions why was this information withheld from the Mulberry Mobile Home Park residents and thus not allowing the residents an opportunity to express any concerns they may have and have them documented in the DEIR by April 15, 2024?

Please note, the surrounding community did take the time to organize a meeting at the Mulberry Mobile Home park for residents to attend to learn about the Wiley Canyon Project and they were able to write comments/questions which were then submitted on April 15, 2024 to the City Clerk.

I32-1

My concern is that the developer did not take the time to inform this group of individuals who will be highly impacted by this development. I32-1 Cont.

Respectfully submitted,
Stephanie Correnti
25824 Nashua Way
Valencia, 91355

From: Erika Iverson
Sent: Tuesday, April 16, 2024 8:28 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Proposed Village at Wiley Canyon

From: Linda Heberer <lindaheberer@outlook.com>
Sent: Monday, April 15, 2024 8:50 PM
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>; Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Subject: Proposed Village at Wiley Canyon

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April 15, 2024

To Whom It May Concern:

I have lived in the Santa Clarita Valley for 37 years and I have lived in my current home for 31 years. It has been amazing to see the growth of our city along with all the amenities a city affords. My husband was on the committee representing SCVAA that participated in forming Central Park. Growth and change can be good when done in the correct manner. Today, I am writing to express some concerns regarding the proposed Village at Wiley Canyon project. I33-1

Construction of the Village at Wiley Canyon threatens to disrupt the natural ecosystem and scenic beauty of the wildlife corridor. Wiley Canyon is home to all kinds of wildlife such as deer, bobcats, opossums, racoons, skunks, snakes, rabbits, and coyotes to name a few. What are the plans for directing these animals to new trails when their corridor is taken away? How will the animals be kept out of the construction area so that no harm comes to them? How will we be protected from the wildlife when the animals are pushed in to our neighborhoods? What is being proposed to protect the Santa Clara River that provides drinking water to animals and is home to fish species as well as frogs and toads? I am lucky enough to be able to observe the river from my backyard. Leaving the stream in its natural state is crucial for maintaining the ecological balance and preserving the biodiversity of the area. I33-2

The increased influx of residents and their visitors to the area would put a strain on our roads, creating traffic nightmares. Why are three traffic circles within one mile of one another necessary? Traffic circles are intended and known to slow down traffic. How will this affect emergency vehicles responding to urgent calls? My neighbors and I have had to evacuate due to fire threats several times over the years. How will the traffic circles affect us evacuating in an emergency? Does the existing traffic study take these situations into consideration? Have studies been performed in real time during an emergency? Does any study consider Wiley Canyon Elementary School having to be evacuated during an emergency? My Grandson attends Wiley Canyon Elementary so I witness firsthand how chaotic drop off and pick up are already under "normal" traffic conditions. I strongly believe further traffic studies should be done and evacuation routes should be considered valley wide. My home is situated between Wiley Canyon Road and Fourl Road, so I see and hear the traffic daily. We have become a thorough fare for morning commuters trying to reach the 5 Freeway, as well as a detour during emergencies and current construction taking place at Calgrove Blvd and the 5 Freeway. What will be done to protect our residential streets from cut-through traffic? I33-3

Inadequate parking is another concern. The developer has stated he will build high end apartments that bring in high end clientele. With our already high cost of living and high rental rates, there will undoubtedly be multiple people in each apartment, each owning their own vehicle. There are several neighborhoods throughout Santa Clarita where parking spills out onto the road. What are the plans to keep overflow parking from blocking our roads on Wiley Canyon Road and in our neighborhoods? The developer has stated in a public meeting, at which I was in attendance, that he will fulfill the city's requirements for parking. This does not mean the parking will be sufficient, but it is a way for the developer to skirt any responsibility for the parking fiasco his project will create. Overflow parking in existing neighborhood causes congestion, safety hazards, and inconvenience for residents. I33-4

Dirt excavation can cause harmful dust. What is being done to protect the residents of surrounding areas? What provision will there be for the students attending Wiley Canyon Elementary School while they are outside for recess and Physical Education? My Grandson, who attends this school, has recently been diagnosed with Asthma. Dust could cause undesirable health issues for him. We have many original homeowners who are elderly living in my immediate area. Dirt spores in excavation dirt could be devastating to their health. I33-5

According to the developer, there will be multiple four-story (or about 50 feet) buildings on the property. My understanding is that fill dirt will have to be brought in due to the proposed project being in a floodplain. Does that mean the buildings will be higher than 50 feet? Has this been taken into consideration? There are no existing buildings in this I33-6

area anywhere near that height to set a precedence for this kind of building. The entrance to our valley is surrounded by mountains, open space, native trees, and foliage. Building of the proposed height will not complement our area and will look totally out of place and unwelcoming. One of the things I enjoy most about where I live is being able to look at the surrounding hills and beautiful sunsets out my window and from my backyard.

I33-6 Cont.

In addition to these concerns, I am deeply troubled by the potential impact on my own property. Parts of my backyard property line end at 18" before the edge of Wiley Canyon Road. The developer has shared his plan to build a 36" walkway on the East side of Wiley Canyon Road. When I brought my concern to the developer, I was told none of my property would be taken for use of the proposed walkway. Please help me understand how a walkway extending 36" from the street is not going to be encroaching on my property that is 18" from the street.

I33-7

Given these significant concerns, I urge you to demand further studies regarding the Village at Wiley Canyon development and explore alternative, safer, more sustainable development options that respect the environment, preserve our natural resources, and promote the well-being of all residents. Thank you for considering my perspective on this important issue. I hope that you will make the right decision for the future of our community.

I33-8

Best Regards,
Linda Heberer
24857 Fourl Rd Newhall CA 91321
Cell/Text 661-312-3976
LindaHeberer@Outlook.com

From: Erika Iverson
Sent: Monday, April 15, 2024 12:04 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Comment Wiley Project Comment please confirm

From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Monday, April 15, 2024 10:25 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>
Subject: Comment Wiley Project Comment please confirm

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Fires related deaths and injuries are preventable if cities due their job and place the interest of public safety above the interests of a private developer who just wants to cut corners on access and public safety. The attached article is of great importance . I34-1

Why do planning staff, the Planning Commission and City Council want to place the interest of a developer over the health and safety of existing residents, whether they live in single-family homes or mobile homes? Yes, a developer has an interest in directing and obscuring development policy toward his own aims and will minimize potential dangers from his project. But, existing and future City residents rely on the common sense of decision-makers and long-term General Plan of the City regarding the future street network and provisions for hazard mitigation to protect us in the long-term by preventing poor short term decisions. Why Mickey Mouse a crappy land-use design with substandard, part-time emergency access when the Wiley Canyon project site has multiple access points where 24-7, all weather emergency access can be provided to both future Wiley Canyon project residents AND the mobile home park residents. This is the time to make the developer build a first class project without short-cuts that make this development and surrounding neighborhoods less safe, with worse traffic and are in violation of not only the letter of the Circulation Element to have secondary highway in this area, but also it's intent to improve areawide circulation and emergency access, not to mention Safety Element guidance that seeks to improve emergency response times, not impede them. I34-2

Santa Clarita is an area known for its wind events, including multiple high wind warnings issued by the National Weather Service just since January 1, 2024. What does the Los Angeles County Fire Department AND CalFire think of a foreseeable fire scenario featuring a high winds whip event in Santa Clarita whipping embers from a freeway fire or fire west of the freeway and into the wildlands above LaSalle Canyon and above the Fambrough Tract? An event like that is highly foreseeable, Adding a significant population on the Wiley Canyon project site, within a very severe wildland fire area while increasing emergency response times to existing residents off Wiley, La Salle Canyon and in the neighborhoods along Calgrove, worsening emergency access for the neighboring mobile home park, and by ignoring the General Plan Circulation Element by not improving Wiley Canyon Road to its ultimate width as a secondary highway while allowing the Wiley Canyon development to permanently block the ability of the City to actually widen Wiley Canyon to planned widths in the future is shockingly poor planning and leaves the City negligent for subsequent injuries when such a foreseeable disaster occurs. I34-3

Sheryl Lucas
661-904-5207

Sent from the all new AOL app for iOS

From: Erika Iverson
Sent: Monday, April 15, 2024 12:03 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon DEIR conformation requested

From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Monday, April 15, 2024 10:09 AM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>
Subject: Wiley Canyon DEIR conformation requested

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

To ensure the traffic model remains up-to-date and reflective of ongoing development, it is regularly updated with residential, commercial, mixed-use, and industrial data from both the City and Los Angeles unincorporated areas. The frequency of these updates depends on the availability and timing of the data. As new construction projects are completed or proposed, their information is incorporated into the model to assess their potential impact on the transportation network.

The traffic model includes ambient growth assumptions based on projected population and employment growth in the area. These assumptions take into account anticipated development projects and their estimated effects on transportation demand. However, it is important to note that these assumptions are based on forecasts and may not always perfectly reflect actual growth due to various factors such as economic changes or policy shifts.

To assess the accuracy of the model, it is periodically calibrated with actual traffic counts. This calibration process helps ensure that the model's predictions align with real-world traffic conditions. By comparing the model outputs with observed traffic data, adjustments can be made to improve its accuracy and reliability.

I35-1

Regarding transit trips, the traffic model makes assumptions about the percentage of trips that are taken using public transit based on available data and established transit ridership patterns. The specific percentage may vary depending on the model and its inputs. It is important to note that the traffic model does not capture real-time transit ridership data but rather incorporates assumptions based on historical information and transit demand patterns.

I35-2

As for the opinion of CalTrans regarding the elimination of Wiley Canyon Road as a secondary highway, it would be necessary to consult with CalTrans directly to obtain their official stance on the matter.

I35-3

Sent from the all new AOL app for iOS

From: Erika Iverson
Sent: Monday, April 15, 2024 3:14 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Canyon project

From: Michele Moline <mlmoline@yahoo.com>
Sent: Monday, April 15, 2024 2:18 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; lpari@santa-clarita.com
Subject: Wiley Canyon project

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Please consider -

o ensure the traffic model remains up-to-date and reflective of ongoing development, it is regularly updated with residential, commercial, mixed-use, and industrial data from both the City and Los Angeles unincorporated areas. The frequency of these updates depends on the availability and timing of the data. As new construction projects are completed or proposed, their information is incorporated into the model to assess their potential impact on the transportation network.

The traffic model includes ambient growth assumptions based on projected population and employment growth in the area. These assumptions take into account anticipated development projects and their estimated effects on transportation demand. However, it is important to note that these assumptions are based on forecasts and may not always perfectly reflect actual growth due to various factors such as economic changes or policy shifts.

To assess the accuracy of the model, it is periodically calibrated with actual traffic counts. This calibration process helps ensure that the model's predictions align with real-world traffic conditions. By comparing the model outputs with observed traffic data, adjustments can be made to improve its accuracy and reliability.

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As for the opinion of CalTrans regarding the elimination of Wiley Canyon Road as a secondary highway, it would be necessary to consult with CalTrans directly to obtain their official stance on

I36-1

the matter.

I36-1
Cont.

Thank you
Michele Moline

Sent from Yahoo Mail for iPhone

From: Erika Iverson
Sent: Monday, April 15, 2024 5:30 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Corridor Project, Our letter

From: macspurr@aol.com <macspurr@aol.com>
Sent: Monday, April 15, 2024 5:08 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; KEVIN A MCDONALD <macspurr@aol.com>; Yvonne Russell <yvonne_russell@verizon.net>; Annette Lucas <calgrovecorridor@aol.com>; Mike & Judy Laurence <exkiwis@attbi.com>
Subject: Corridor Project, Our letter

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

We went to the meeting on the 19th and this corridor project is an absolute joke we live at 23908 Canerwell St. I37-1

#1 the street is only rated for three ton trucks you will be having 10 times that heavy of trucks on that road. I37-2

#2 it is a four story Hacienda style architecture which does not fit in with anything close to this project. I37-3

#3 the parking is so woefully under determined that you only have a spot for every apartment when you know there'll be two to three cars per apartment not counting visitors and personnel to run the establishment. I37-4

#4 in case of fire there is only one entrance and exit for over 1000 people you'd have to be some kind of stupid to think that's gonna work. I37-5

#5 you have the older people living in the complex for a year and a half before the rest of the complex is built smelling all the diesel building and everything you're just setting yourself up for lawsuits with that that's insane. I37-6

#6 the roundabout idea and not improving the road is mind boggling that you would even consider something like that. I37-7

#7 the idea to open up calgrove to valley Blvd. Was shut down quicker than you can say howdy doody. Why was that do those people have that much influence on the city or do half of you live there? I37-8

#8 it was said it was gonna take over 200 to 300 dump trucks full of earth to try to raise the foundation of that riverbed and I am saying a river bed up high enough for the proposed buildings how do you stabilize that? I37-9

#9 there are dead animals on the road every day on Wiley canyon. that is a wildlife corridor are just trying to get water on the other side of the road . I37-10

#10 this Proposed building, is completely inconsistent with the theme of the building of the surrounding area . if you wanted to build houses that would be one thing, but this monstrosity is just a joke for where it is placed. The above comments make that blisteringly obvious. I37-11

in closing, if you approve this project in any way shape or form, you would be doing this community, the local residents, and the entire city a tremendous disservice. I37-12

Kevin McDonald
23908 Canerwell St.
Newhall, CA. 91321
Resident since 9-9-1996

Attn: Ericka Iverson, Sr. Planner, Wiley Project Master Case 20-238

On April 2, 2024, Santa Clarita Community Members Weston Monroe, Annette Lucas & Debbie Karloff met with a group of Mulberry Mobile Home residents.
We had an interpreter since some residents may not have spoken English and we wanted to be clear in our message about the excavation and noise elements.

Enclosed are the 79 signatures to avoid the DEIR comment deadline, April 15,2024

I38-1

Please sign as your acknowledgement for the Planner, Ericka Iverson receipt of the Comment Slips

Date 4-15 2024.

RECEIVED
PLANNING DIVISION
APR 15 2024
CITY OF SANTA CLARITA

City of SANTA CLARITA

Santa Clarita City Council

Written Comment Card

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Cesar Dominguez

Street Address: 25000 Hawthorne Ave City: Santa Clarita CA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Cesar Dominguez

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-1
Cont.

Lobbyist Registration: Under § 7.03.010 of the Santa Clarita Municipal Code, lobbyists are required to register with the City Clerk's Office. A "lobbyist" means any individual or entity employed, retained or otherwise engaged for compensation to communicate with any elective or appointed official, any officer or employee or any task force, committee, board, commission, or other body of the City for the purpose of influencing any legislative or administrative action.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Sergio Aguirre

Street Address: 25000 Hawkbryn av. #61 City: Santa Clarita ca. 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Fermin Valle & Guillermina Martinez

Street Address: 25000 Hawkbryn Ave Spc 11 City: Newhall

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: MYSELF Signature: F Valle

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MARIA SMITH DOMENICI

Street Address: 25000 HAWKBRYA #18 City: SANTA CLARITA 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: #18 myself Signature: [signature]

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

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I38-1 Cont.

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Meeting date: 9/02/24 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Argelia Herrera

Street Address: 25000 Hawkbryn Ave spc 26 City: Newhall CA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Argelia

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: 4/02/24 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Sergio Herrera

Street Address: 25002 Hawthorn Ave. Spc. 26 City: Newhall CA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Sergio Herrera

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: 04/10/24 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Pedro Nuñez

Street Address: 25000 Hawkbryn Ave Spc #28 City: Newhall CA, 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Pedro Nuñez Signature: [signature]

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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I38-1 Cont.

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Meeting date: 04/10/24 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Laura Mondragon

Street Address: 25000 Hawkbryn Ave Spc #98 City: Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Laura Mondragon Signature: Laura Mondragon

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MARILENA VASQUEZ

Street Address: 25000 HANCOCK AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: MYSELF Signature: Marilena Vasquez

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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City of SANTA CLARITA | Santa Clarita City Council **Written Comment Card**

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Jessie Florido

Street Address: 25000 Hawksbryn Ave City: Newhall

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Myself Signature: Jessie Florido

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

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I38-1
Cont.

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Irma Pina

Street Address: 25000 Hawkbryn Ave City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: My Self Signature: Irma Pina

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: PHILIP BROWN

Street Address: 25000 HAWKBYRN AVE #82 City: NEWHALL, CA 9132

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: [signature]

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: NONI SMITH

Street Address: 25000 HAWKBYN #8 City: SANTA CLARITA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: #8 M.S.C. Signature: Noni Smith

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: VICTOR ACUÑA

Street Address: 25000 HAWKBRYN City: SANTA CLARITA.

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Jose Valadez

Street Address: 25000 Hawkbryn AV SPC 101 City: newHall ca

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Jose Valadez Signature: Jose Valadez

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Mybbeu Fowler

Street Address: 25000 Hawthorne Ave City: Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Mybbeu D. Fowler Signature: Mybbeu D. Fowler

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MARCUS MORGAN

Street Address: 25000 HAWKBRYN AVE #96 City: NEWHALL

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: MYSELF Signature: [signature]

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I38-1
Cont.

(written comment continued)

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Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Manuel Montalvo Arcuel

Street Address: 25000 Hawkbryn Ave City: Santa Clarita

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Linda Ruiz

Street Address: 25000 Hawthorne Ave City: Santa Clarita CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Linda Ruiz

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I38-1
Cont.

(written comment continued)

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Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Maria Isabel Ortega

Street Address: SANTA CLARITA 25000 City: HAWTHORNE AVE 90250

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maria Ortega

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I38-1
Cont.

(written comment continued)

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Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Judy Beadles

Street Address: 25000 HAWKBRYN AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Judy Beadles

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I38-1
Cont.

(written comment continued)

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Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Jose Irma Solorzano

Street Address: 25000 HICKORY AVE City: SANTA CLARITA CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Jose Solorzano

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I38-1
Cont.

(written comment continued)

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Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Manuel RUIZ

Street Address: 25000 HAWTHORN AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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(written comment continued)

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Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Fredy Noguera

Street Address: 25000 HAWKBRYN AVE City: SANTA CLARITA CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Jose Luis Gouzalez

Street Address: 25000 Hawkbryn Ave City: Santa Clarita

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Jose Luis Gouzalez

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-1
Cont.

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Yulma Aguirre.

Street Address: 25000 HANKOBRYN AVE City: SANTA CLARITA CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Yulma Aguirre

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Cecilia Luna

Street Address: 25000 HAWKSBYM AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Cecilia Luna

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Angelica CEJA

Street Address: 25000 HAWKBRYN AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Angelica ceja

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: RUSSELL BLISS

Street Address: 25000 HAWKBYRN AVE #82 City: NEWHALL, CA 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: MYSELF Signature: Russell Bliss

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Robert E Thompson M.D

Street Address: 25000 Hawkbryn Ave Spc 89 City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Robert E Thompson M.D

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I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: David Thompson

Street Address: 25000 Hawkhorn Ave Sp. 89 City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: D Thompson

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I38-1
Cont.

(written comment continued)

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Meeting date: Apr. 2-2024 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MANUEL Ibarra Olivas

Street Address: 25000 Hawkbryn Ave Spc 91 City: Newhall Cal. 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: M.Y SELF Signature: M.O

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

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Meeting date: 01/02/2024 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Juana Ibarra

Street Address: 25000 Hawthorn Ave. Spc 98 City: Newhall C.A. 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: My SELF Signature: J Ibarra

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I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MARIA MARQUEZ

Street Address: 25000 HAWKBYN AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maria M 97

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Y. PEREZ

Street Address: 25000 HAWKSBRYN AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: E MARTINEZ

Street Address: 25000 HAWKSBRAY AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: [signature]

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: 05/02/2024 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: ANGELICA RECENDIZ

Street Address: 25000 HAWKBRYN ST City: #423 NEWHALL CA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: ANGELICA RECENDIZ

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Ernesto Garnica

Street Address: 25000 Hawkbryn Ave Spc-10 City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Ernesto Garnica Signature: Ernesto G.

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Juan Palma

Street Address: 25000 Hawkbryn Ave Spc 35A City: Santa Clarita

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Self and members of mobile home park Signature: Juan Palma

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I38-1
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MAURA CAIZAIDA

Street Address: 25000 HAWKBRYN AVE SP 86 City: Santa Clarita 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maura Calzada

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Lefilia Ramos Chavez – Eversardo Chavez

Street Address: 25000 HAWKBRyN AVE. #54 City: Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Leticia Chavez

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Juan Montalvo Hernandez

Street Address: 25000 Hawbryn AVE City: Santa Clarita

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: FREDY PEREZ

Street Address: 25000 HAWKBRYN AVE #36 City: NEWHALL, CA. 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: EVARISTO MEDRANO MURO

Street Address: 25000 HAWKBRYN AV. SPC #46 City: NEWHALL CA. 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: EVARISTO MEDRANO Signature: _____

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I38-1
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Alberto Arteaga

Street Address: 25000 Hawkhurst FT 43 City: Newhall ca 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Alberto Arteaga

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I38-1
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Mireya Rios

Street Address: 25000 Hawthorne Ave City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: MRios

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I38-1
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Librado Lievanos

Street Address: 25000 Hawkbryn Ave City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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Representing: _____ Signature: _____

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I38-1
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Meeting date: April 2, 2024 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Yulma Aguirre

Street Address: 25000 Hawkbryn Ave City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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Representing: _____ Signature: _____

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I38-1
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Francisco Ibarra Nancy Ibarra

Street Address: 25000 Hawkbryn Av SPC 58 City: Newhall ca 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: F I S - Nancy I

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I38-1
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Norma Prieto

Street Address: 28000 Hawkbryn Ave SIC. 102 City: Newhall CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: ~~25000 HAWKBRYN AVE #19~~ MARIA RODRIGUEZ

Street Address: 25000 HAWKBRYN AVE #19 City: NEW HALL

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maria Rodriguez

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I38-1

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Armando Pacheco

Street Address: 25000 HAWKBRYN AVE City: SANTA CLARITA CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Armando P.

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I38-1
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Johana Vazquez

Street Address: 25000 Hawickbrym Ave City: Santa Clarita CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Juan Manuel Sanchez Hernandez

Street Address: 25000 Hawkbryn Ave SPC 48 City: Newhall C.A 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-1
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(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-1
Cont.

Lobbyist Registration: Under § 7.03.010 of the Santa Clarita Municipal Code, lobbyists are required to register with the City Clerk's Office. A "lobbyist" means any individual or entity employed, retained or otherwise engaged for compensation to communicate with any elective or appointed official, any officer or employee or any task force, committee, board, commission, or other body of the City for the purpose of influencing any legislative or administrative action.

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City of
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Santa Clarita City Council
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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Guadalupe Martinez

Street Address: 25000 HAWICBRYN AVE City: SANTA CLARITA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-1
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-1
Cont.

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: DAN Amyx

Street Address: 25000 Hawkbryn Ave #95 City: Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-2

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

There will be a significant Disturbance to wildlife in Area

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home. I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

my Home is directly Accross will from construction I Concerned of Drainage and construction Run-off + flooding

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-2
Cont.

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Brenda Y Rios

Street Address: 25000 Hawthorn Ave #46 City: NEWHALL

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT

Representing: Brenda Rios Signature: Brenda Rios

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-3

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I'm Worry abot Noise, dust, Traffic and also abut People Who Supper asma and have Problems respiratories

I38-3
Cont.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Miguel E Salvador

Street Address: 25000 Hawkbryn Ave #40 City: Newhall

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Miguel Salvador Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-4

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse. This Project will cause a lot of trafic Mornings and afternoons.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause. also cause respiratory Problems on kids and old people

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I'm also worried about what kind of People will live there since in some parts there is a lot of Crime.

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I38-4
Cont.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Kari Amyx

Street Address: 25000 Hawkbryn Ave #95 City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-5

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

Concerned about traffic, its already bad

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause. its already behind, and we already have drainage issues, main run off + flooding

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer. I have heard of a friend, how this developer is doing the same thing else where and not addressing traffic and that already has been approved and only doesn't care.

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I38-5
Cont.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Alejandro Cordero

Street Address: 25000 Hawbryn Ave Spc 63 City: Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Alejandro Cordero

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-6

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

Lots of traffic

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

unsafe for kids, and the elderly

I38-6
Cont.

Lobbyist Registration: Under § 7.03.010 of the Santa Clarita Municipal Code, lobbyists are required to register with the City Clerk's Office. A "lobbyist" means any individual or entity employed, retained or otherwise engaged for compensation to communicate with any elective or appointed official, any officer or employee or any task force, committee, board, commission, or other body of the City for the purpose of influencing any legislative or administrative action.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MARGARET MORGAN

Street Address: 25000 HAWKBRIDGE #96 City: NEWHALL

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Margaret Morgan 4/9/14

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-7

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause. I'VE GOTTEN EXTREMELY ILL FROM DUST FROM THAT PROPERTY I AM ALSO CONCERNED WITH THE AMOUNT OF WATER THAT WILL BE USED + WASTED TO CONTROL THE DUST DURING CONSTRUCTION

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-7
Cont.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Doris Jarquin & Geovanni Jarquin

Street Address: 25000 Hawkeryn ave City: Newhall

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Geovanni Jarquin Signature: Geovanni Jarquin

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-8

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

Also concerned about gentrification.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I am also concerned about this city's lack of empathy towards low-income people.

I38-8
Cont.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Cirilo Martinez

Street Address: 25000 Hawkbryn Ave City: Spc 245 Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-9
Cont.

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MAGDALENA POP

Street Address: 25000 HAWKBRYN AVE, SPC. 59 City: NEWHALL

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Magdalena Pop

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-9
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: MAURA CAIZADA and Israel Gonzalez

Street Address: 25000 HAWKBRYN AVE SP 56 City: Santa Clarita 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maura Caizada

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-9
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Jose Ruelas

Street Address: 25000 Hawkbryn Ave Spc 57 City: Newhall, c-a.

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem. This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-9
Cont.

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Meeting date: 04/02/2024 Agenda item number: N/A

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Miguel Guzman

Street Address: 25000 Hawkbryn Ave Sp. 24 City: Newhall

Written Comment (Use other side if necessary): Comment on other side Sube no se

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Miguel Guzmán Ruiz

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-9
Cont.

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: [redacted] Juan Orona

Street Address: 25000 Hawkbryn Ave SP34 City: New Hall CA

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Juan Orona

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

I am opposed to this plan because the plan requires almost a million cubic yards of dirt to be dug right next to my home . I am concerned about valley fever, dust and noise that this extensive digging is going to cause.

To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

I38-9
Cont.

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City of
SANTA CLARITA

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Written Comment Card

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Alexander Hernandez

Street Address: 25000 Hawkbryn ave City: _____

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

I am opposed to this project because I live in the mobile home park next to it and parking is already a problem.

This plan will make already bad parking worse.

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To date, the builder has not contacted me about this project. I have heard of what is going to go on right next to my house by concerned neighbors and not the developer.

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Maricela Lara Julio Hernandez

Street Address: 25000 Hawkbryn Aw Spc. 50 City: Newhall CA. 91321

Written Comment (Use other side if necessary): Comment on other side

Council requires that persons registering written comments who represent other individuals, groups or organizations disclose that relationship.

I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maricela Lara

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I38-9
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Maiset Gonzalez

Street Address: 25000 Hawkbryn Ave City: Newhall CA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: Maiset Gonzalez Signature: Maiset Gonzalez

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

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Meeting date: _____ Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Maricela Lara, Julio Hernandez

Street Address: 25000 Hawkbryn Ave spc. 50 City: Newhall CA. 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Maricela Lara,

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Sergio Aguirre.

Street Address: 25000 Hawkbryn av. #61 City: Santa clarita Ca. 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: ROBERTO Y VIANEY AGUILAR GUZMAN

Street Address: 25000 HAWBRYN AV. SP. 47 City: STA CLARITA CAL.

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: ROBERTO Y VIANEY AGUILAR

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I38-9
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(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: LUIS VERGARA RODRIGUES

Street Address: 23000 HAWKBRYN AVE #19 City: NEWHALL

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

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I38-9
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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Alexander Leon Torres

Street Address: 25022 Hawkbryn Ave City: Santa clarita

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Alexander Leon Torres

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I38-9
Cont.

(written comment continued)

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Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Arturo Valadez

Street Address: 25000 Hawkhurst Ave City: Newhall CA

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: Arturo Valadez

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I38-9
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(written comment continued)

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Meeting date: 4-2-2024 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Sergio Gonzalez

Street Address: 25000 HAWBRYN SPC #22 City: Newhall California

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: [signature]

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I38-9
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Meeting date: April 2, 2024 Agenda item number: _____

Agenda title or subject to be addressed: Wiley Canyon Development

Please check one: ☐ Support Recommendation ☒ Oppose Recommendation ☐ Neutral

Name: Ana M Zavala B

Street Address: 25000 Hawkbryn St City: #3, Newhall, CA 91321

Written Comment (Use other side if necessary): Comment on other side

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I DECLARE THAT THE FOREGOING IS TRUE AND CORRECT.

Representing: _____ Signature: _____

☐ Please check here if you are a registered lobbyist with the City of Santa Clarita *(see back of card for more information).*

I38-9
Cont.

(written comment continued)

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From: Erika Iverson
Sent: Thursday, April 18, 2024 9:49 AM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Master Case 20-238
Attachments: Brenda Letter.pdf

From: Brenda Miranda <b.miranda1776@gmail.com>
Sent: Wednesday, April 17, 2024 9:33 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Rachel A. Clark <RACLARK@santa-clarita.com>
Subject: Master Case 20-238

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Sent from my iPad

April 16, 2024

Ms. Erika Iverson &
The Planning Commission
City of Santa Clarita
23920 Valencia Blvd., Suite 302
Santa Clarita, CA 91355

Re: Wiley Canyon Mixed Used Project Master Case 20-238

Hello,

I am opposed to the above subject matter in regards to the development that is proposed for the Mule Farm Lot. I39-1

I agree with many of my concerned neighbors regarding future parking problems in our neighborhood. As well as the safety of those person(s) when they park in our neighborhood and then cross Wiley Canyon Road.

I believe that parking assessment in the development is insufficient. Many renters usually will consist of single families that owns multiple vehicles. There are also instances that multi-families will reside in a apartment dwelling due to high cost of living. In that situation, those families may own 4 or 5 vehicles just in that one apartment alone. I39-2

I have resided in the Oakridge Estates neighborhood for about 30 years, I have witnessed many instances where traffic was at a stand still. I have been in situations where mandatory or voluntary evacuation has been declared. Getting around and out of the neighborhood is very difficult and very time consuming. I39-3

There were also instances where the Sheriff's Department closed Wiley Canyon Road because of brush fires and that in itself created a traffic congestion. I39-4

I cannot give you statistics in traffic studies, land surveys, or environmental studies. But, what I can vouch for is what I have witnessed and observed during the years that I have resided in this neighborhood. I believe that studies can sometimes be inaccurate and can only be vouched for on a long term observation. I39-5

l do agree on the other proposed study for either single family residences or a neighborhood park preferably with an enclosed dog park. I39-6

Sincerely,

Brenda Miranda
23909 Darbun Drive
Newhall, CA 9132

From: Erika Iverson
Sent: Monday, April 22, 2024 4:14 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Wiley Cyn Mixed Use project (MC-20-238)
Attachments: Weston second DEIR response.docx

Additional public comment letter has been received

From: Weston Monroe <gazeboman62@hotmail.com>
Sent: Monday, April 22, 2024 3:56 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>
Subject: Wiley Cyn Mixed Use project (MC-20-238)

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

April 22,2024

City Clerk's Office
City of Santa Clarita-City Hall
23920 Valencia Blvd.
Suite 110
Valencia, CA 91355

Hand-delivered and by Email

Cc: City Planning Department

In Re: **Wiley Canyon Mixed Use Project (Master Case 20-238)**
Request for Reconsideration of Development Plan Revisions

To Whom It May Concern,

Please consider the flaws in the plan and easily made conditions required in creating the plans that would make this development a success not only for the developer, but for the community and citizens of the city as a whole. In the original plans for this corridor, the previous land owners, developers and builder were required to sacrifice lands and build infrastructures at both ends of the proposed development site. Easily seen and well detailed in the LA Department of Los Angeles County Department of Public Works Building records (I have many copies of these plans, obtained by simply visiting the Alambra Headquarters) for a 4 lane Highway. How was this missed or a more important question, ignored and not included in the planning and creation of the DEIR. Why was this omitted from the DEIR as required by CEQA? If the State of California helped in funding the One Valley One Vision General Plan along with Caltrans and other outlying Unincorporated areas surrounding the City, these Agencies should at minimum give written opinion as to their approval or dis approval of this project and its two-lane narrow road verse the required Four land arterial highway required in the OVOV General Plan. A four-year study of the area and cities future 30-40 year forecasted needs.
Add in the fact that the traffic study appears to be using an old out dated 2004 computer program for predictions, which is the same one used in the 2007 thru 2011 study that predicted a four-lane arterial highway was required. Now add in the fact of GREAT changes in State of CA legislation and the stream lining of ADU's, JADU's permitting and SB-9 added housing laws. This alone shows a great omission of required reporting in the DEIR. With simple requests of past and present permitting of already constructed and currently under construction of these ADU's, JADU's and multi-unit SB-9 housing buildings. It clearly shows the exponential growth coming to areas of residential housing that in the past vehicle traffic would have been very predictable. That is no longer the case. This has now in just recent years changed DRASTICALLY and EXPOTENTIONALLY in the future coming years. With between 60% growth in one area in one neighborhood to another 250% of new permits in another neighboring housing tract. The prediction of seeing vehicle traffic doubling should show in traffic reports over the next 30-40 years is easily conceived. So why is only a 10-year plan mentioned in all traffic reports for this development and a two-lane windy road? Why not 30-40 years with this new legislation and housing laws?

I40-1

I40-2

When we look at the Dockweiller Drive Secondary Highway in the OVOV General Plan to be "Re-striped roadway from 2 to a 4 lane Secondary Highway" and "Construct new 4 lane Secondary Highway" I am in complete favor of this as it was determined by the 2007-2011 OVOV General Plan study and findings. It has been approved and will be created to remove traffic stress from the East side of the valley area. This is good planning and development, which I completely support. I see and believe this is the same as needed and required on the West side of the valley for the same reasons for Wiley. If it is good for one part of the City and Community, why would it not be the same and apply here? As mentioned in the verbal presentation of Ian Pari to the Planning Commission that the construction of Dockweiller parallel to Newhall with help redistribute traffic from Wiley. This question needs answering. How does it redistribute from Wiley being they

I40-3

are so far apart? Dockweiller will and already has Newhall to take extra traffic, whereas Wiley which is across town and nowhere near either of them does not have a secondary road or highway as those two will running parallel to each other, so Wiley will be required to on its own, do what two do together across town miles away has to do on its own.

I40-3 Cont.

So, my question is why is this 4 lane Arterial Highway now be proposed per the OVOV General Plan requirements being attempted to be a 2-lane windy road?
And being semantically disguised as only 10 years verses 30-40 as required. If in the narrow short-term vision of 10 years is considered, versus the greater long term 30–40-year vision of the OVOV General Plan requires. Why is it not being required to leave, plan and set aside the space and land for a 4 lane Arterial Highway same as it was required and still sits at Copperhill and David Way, and other roads in the Valley and Un-incorporated local areas left two lanes with all the land, space set aside and planned for a future 4 Lane Highway.
Once a 4 story 50-foot-tall building is constructed, no one will ever require its removal of moving. Set the space and land aside now.

I40-4

In a sit down one and half hour meeting with Erick Iverson, Patrick O'Leary and Ian Pari I asked some questions.
What is the corridor that is mentioned in the DEIR and his presentation. Wabuska to Calgrove was his answer, that's is it.
Not the Via Princessa corridor mentioned and shown when the Wiley Cyn bridge was to be built and being contested by my neighbors. They clearly spoke of and showed plans for this Via Princessa corridor from the 14 freeway to Calgrove as one. Why is it divided now when they will be connected still in the OVOV General Plan? Semantics???

I40-5

Ian Pari in his presentation states that traffic will redistribute when Via Princessa to Wiley Cyn Rd connect in the future. Yet they already are. Via Princessa is not connected yet from Claibourne Court and Sheldon Avenue completing the Cross Valley 6 lane Major Highway bring untold new amounts of traffic across Lyons on Wiley Cyn seeking the quickest shortest route to the I-5 freeway on ramp at Calgrove and reversing that later in the day when returning home. All considered and calculated in the 2007-2011 4 years long study. Now add in ADU's, JADU's and SB-9 which were not included in that study because they did not exist. It just gets worse, and clearly shows the greater needs for these larger roadways and highways as per all the past planning.

I40-6

In the meeting I also asked Ian what was meant by just North of Lyons. Tournament, only two stop lights north of Lyons. After the meeting I drove around town and many areas north of Lyons. I had asked about how A I can affect traffic and which way people will drive. Ian explained that it will calculate for the shortest and or the fastest route. I drove around and stopped in a wide area from McBean and Old Orchard, The Circle J ranch area and where Via Princessa current end at Claibourne and into the neighborhood, around hart Highschool into the old Newhall area off Valley into the Peachland homes tract. I would stop and re-request directions to my father's home in Northridge. Each time cancelling the previous request and starting new. I took screen shots of the routes suggested which I am happy to share with anyone. From one street of McBean and Old Orchard, into Circle J Ranch, to 16th street near the Jr high and over South of Lyons along Valley, all directed me to Wiley Cyn Rd. or gave it as an option. Most as the first choice.

I40-7

Another question we all should be asking. If the original Santa Clarita vision General Plan from the County of Los Angeles had this 4-lane road in it, the 4-year study which Created the OVOV General Plan which two Santa Clarita City Planning Engineers were a part of that task force in its creation who clearly have stated they never saw a copy of the Original LA County General Plan of roads and highways, came to the same conclusion. Why is it being ignored now? Another question would be, how did a planning engineer never see or study the original documents of what was being restudied? So, the question is, did they get it right twice and now making a mistake? Or is the 10-year short term correct and the old studies wrong? Who did the first studies, and who is doing them now? What makes these two groups different? Or are they one and the same?

I40-8

In my meeting I asked what requirements and pre-conditions were given the developer so as not to make errors in a design or waste time. I was told there are none. I asked if a zoning requirement would be a condition? I was informed yes. So, there are basic pre-determined requirements for any development within the City of Santa Clarita to begin a process and information clearly posted and accessible to any developer who wishes to create something in Santa Clarita with a simple public records search or website search. So why would a 4 lane Arterial Highway in the General Plan not be one? Same as All the Flood prevention Requirements? Seemingly so many items required and covered in the again required DEIR, not seen, found, informed of or understood by such a prominent well-established developer as self-described by this one able to miss such a simple item in the One Valley One Vision General Plan Circulation Element page 27 found by me a simple city resident? I am just one man who cares about his City and all its residents. I am for the development of the old Smizer property and something being created and built. I am not for a poor roadway design 2 lane narrow and winding east of the creek with zero possibility of expansion later as REQUIRED per the OVOV General Plan. Require the 4 lane Arterial Highway be West of the Creek as per the old County General Plan and the OVOV General Plan requires (or 2 lanes now with lands and space set aside for a future 4 lanes) which I feel should be required built in advance of any development so the City and its Citizens are not stuck with the cost in the future as with the Vista Bridge. 1.1 million dollars and that was yesterday monies. I hate to fathom the cost today. Another would be the old windy Wiley could be used by the public while construction is performed and the construction crews could use the new Wider Wiley 4 lanes for access and parking during the build. Then when nearing completion, the Old Windy Wiley removed, bike path and hiking trail along the beautiful creek established east of it. This was the original vision and is still an absolutely fantastic plan still.

I40-9

I40-10

Please require letters of opinion from all Government agencies that were a part of the OVOV General Plan 4 years study.
Please require letter of opinion from all government agencies that funded or have requirements the OVOV General Plan and it being regularly updated.
Please research who the individuals were/was on the teams/committees that created the OVOV General Plan And if they have any input on the studies today.

I40-11

Please ask why is it a good plan on one side of town and not another?

I40-12

Please study the effects of the changed ADU and JADU laws.
Please Please study the SB-9 new laws and the great amplification of residential housing units it will create and the magnified volumes of vehicles all of our road networks will be taxed.

I40-13

Thank you for your consideration. I and my fellow neighbors and city citizens anticipate your response and consideration of the comments and evidence expressed here.

Sincerely,

R. Weston Monroe

25418 Avenida Escalera
Santa Clarita, CA 91355
661 478-4186
Gazeboman62@hotmail.com

Per my delayed properly requested meeting held on April 18th 2024 with Ericka, Patrick, and Ian I was granted permission of extension by Ericka Iverson.
The extension of Monday April 22, 2024 for any further input to the DEIR reply ending date of April 15th 2024
This is my added comments from that meeting and information gathered that day.

From: Erika Iverson
Sent: Monday, April 22, 2024 5:15 PM
To: Nicole Cobleigh; Brandon Whalen-Castellanos
Subject: FW: Comments for Wiley Canyon Project

An additional public comment

From: Annette Lucas <calgrovecorridor@aol.com>
Sent: Monday, April 22, 2024 4:42 PM
To: Erika Iverson <EIVERSON@santa-clarita.com>; Ian Pari <IPARI@santa-clarita.com>; Jason Crawford <JCRAWFORD@santa-clarita.com>
Subject: Comments for Wiley Canyon Project

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

My comments that are to be included in the DEIR past the 4-15-23 deadline. I41-1

Regarding the Wiley Canyon project.

Hello

The Wiley Canyon project DEIR is incomplete without requiring at the very least, the land to build the 4-lane arterial highway through this project. Not requiring Tom Clark, the developer to build the road leaves the city of Santa Clarita taxpayers to build the road at a later date, a diabolical as Vista Canyon bridge. The idea that you can “fix” a two-lane windy road to use for a growing city is just ludicrous and not traffic wise useful for CalTrans ramps. I41-2

Did the planning department omit this requirement and if so, why was this omitted and not required in the developer's proposal? It is common knowledge that Wiley Canyon is in the General Plan from the 1960's to the current OVOV. The DEIR should be redone with the Wiley Canyon Road studied with a real growth factor. Assumption is just that, assumptions by machines, we are real residents.

I41-2 Cont.

Ignoring the future of Santa Clarita's growth and the lack of grid system roads in Santa Clarita puts not only local residents in jeopardy and real danger. Both Fire and earthquakes are real in this valley since Santa Clarita is located in a fault zone and a valley surrounded by forest like growth that gets very dry and can ignite very quickly in the summer heat.

I41-3

I implore you to rethink your stance that the 2 lane Wiley Canyon Road will be sufficient to keep the Santa Clarita residents safe.

I will not rest until I have done everything I can to keep my family, neighbors and the Santa Claritians safe with a road that will serve them in any emergency let alone alleviate traffic congestion.

I41-4

This is one concern among many. The next would be a hospital that can sustain Santa Clarita growth.I. Know this has been discussed in detail in a letter submitted by another concerned resident.

I41-5

Respectfully

Annette Lucas

24618 Fourl Road

Newhall, CA 91321

Sent from the all new AOL app for iOS

Wiley Canyon Roadway and Project

Some History
Thoughts
Questions ?
&
Why's ?

Previous Thoughtful Planning
For the Good of the Many
To a Now New Design for the
Good of the FEW

I42-1

Thank you for taking your time to read and consider what is being presented to you today. Myself and my neighbors are not against development, just the road design and safety concerns it seems to create. Eliminating good ingress and egress for all safety first responders and the large general public mass of the city citizens. We are not trying to say or show that something was done wrong, but what was planned for and done right. This small report is to help explain what was considered and done correctly to date and in the past wisely when panning for the future larger good of the people in the city as it grows.

We need to first start away from the Wabuska to Calgrove section of road to be developed and examine the cross valley Via Princessa 6 lane connector Major Highway to be constructed. When this Highway is created and finished, it easy to understand that it will be a major cross valley corridor roadway for a major part of the Santa Clarita general public. With consideration that currently all traffic across the valley only has two routes from the 14 Freeway to the I-5 Freeway. ONE: Sierra Hwy to Newhall to Railroad to Lyons or TWO: Soledad Cyn to Valencia.

Without much thought, it is easy to imagine that roughly 1/3rd of the traffic of both of these main Valley traffic arteries will switch to using this new 6 lane highway when completed.

I42-1 Cont.

When we look at the Wiley canyon uncompleted bridge over Railroad scheduled to become 6 lanes and then from the bridge to Lyons Ave to become 6 lanes, then Lyons to Wabuska to become 4 lanes. Why then 4 lanes to become 2 after being 6 before Lyons and all the way to the 14 freeway along Via Princessa?

When I leave my residence in Valencia Hills to head south into the San Fernado Valley or farther. I will enter my destination in my phone and maps guidance system. There GPS and AI take over to my final destination desired. I do not need to be instructed how to reach the freeway, I just do it before I begin, so I do not need to do it while driving later in my travels and be unsafe while driving. What this does tell me by happenstance is the best suggested route to the freeway (Shortest and quickest) which like myself and most everyone in today's world and our lives here follow those instructions blindly. Every time it routes me onto Wiley Canyon, past across Lyons and over to Calgrove. Not once has it ever directed me to turn right at Lyons and to the I-5

So, let us take a short look at some history. Wiley Canyon from Powell to Calgrove was originally an old horse trail, which became a wagon road that ran along a creek

and the base of a hill. Over time these organically became roads with no plan, just follow the path of least resistance and natural flow. Let us look at Old Newhall on the Eastern side of the valley. These to were old horse trails and wagon roads that organically formed and were followed. All created in the 1800's and early 1900's without a plan. Now in modern times and all the changes in the vehicles and traffic. Crazy efforts, plans and construction in those areas and we still have poor traffic congestion and issues with no further way to improve it. Trapped by development, buildings and structures many done without a plan long ago. Or the forethought of what was coming.

This is why a good plan was made by the county of Los Angeles years ago for bigger better roads across the valley on the west side in a Master Plan. Landowners, Developers, Business people and LA County Land Development dept were held to this plan. Evident by many items measured, surveyed, built, located and placed just right accordingly to a plan that was good then, the same as it is now. Please remember when viewing this evidence. Most all of this was open, bare land with nothing to truly reference from. Just open space, fields, meadows, and hills.

A large well thought out measured and surveyed plan existed.

So, the sad mistakes and happenstances of other parts of the valley do not occur again, where a no plan follow a creek or mountain topography organic design caused long standing uncorrectable roads to happen.

I42-1
Cont.

Now let us take a short look at the many items already planned, required and built by others for this well-designed plan. Landowners, Developers, and Business People required to give up, sacrifice, taken under eminent domain, build or combination of all for the not the benefit of the few, but for the greater good of the many and the citizens of the city.

1) Mobile Home Park and wall location and line
2) Wiley Elementary School and Wiley Cyn
3) Spill ways and Culverts allowing evenly 22ft spacing
4) Corners of Canerwell St and Wiley Cyn
5) Calgrove and Wiley Cyn North East corner
6) Calgrove and Wiley Cyn South West corner
7) Wiley Cyn along the Gym parking and past
8) Property back wall lines along South Wiley
9) How the two planned and so far, built ends connect



I42-1
Cont.

1: Mobile Home Park wall Location and Line

Property development line established and located so as to leave
Enough space for a well planned Four lane Road
Built in 1960



I42-1
Cont.

2: Wiley Elementary School and Wiley Cyn

Developed and built in 1966 across from homes built in the 50's
Allowing enough space for a well planned Four lane Road
Built in 1966



I42-1
Cont.

3: Spillways and Culverts Allowing allowing evenly 22ft spacing from road Culverts



SPACE for 5 EVENLY DIVIDED LANES
PER Standard Cross Sections Shown in Exhibit C-3
for both City and County area's of the Santa Clarita Valley

I42-1
Cont.

4: Corner of Canerwell St. and Wiley Cyn

A Development done against near open bare land that a street and concreted well place curbs and sidewalks placed for future access to a Four lane Road
Built in 1963-64



Intersection of Calgrove and Wiley.
5 lanes Per Standard Cross Section Exhibit C-3

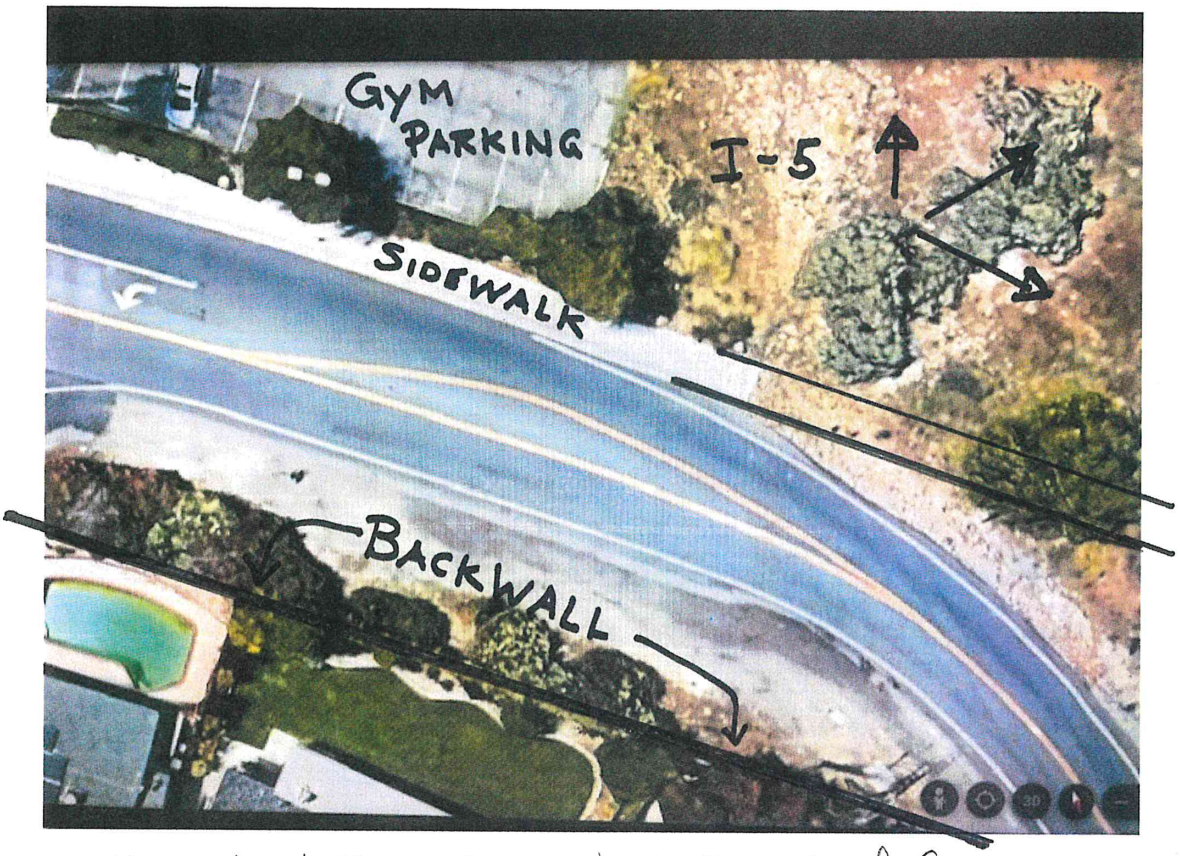
I42-1
Cont.

5: Calgrove and Wiley Cyn N E Corner

A corner and new property line wall placed in open lands as to leave enough space for a well planned Four lane Road
Built in 1963-64

6: Calgrove and Wiley Cyn S W Corner

A Corner and new property line, sidewalk and curb built with enough space for an intersection large enough for a Four lane Road and turn lanes
Built roughly 1970-71



Hazardest Sharp Curve at North end of Gym

I42-1
Cont.

7: Wiley Cyn along the Gym parking and past headed North

A sidewalk and curb built past the parking lot pointed to seeming nowhere and the just ending connected to nothing. Placed when open land and space and leaving enough space for a Four lane Road
Built in 1972-73

8: Property back wall lines along Wiley Cyn

Another example of open space land sacrificed by a Landowner and Developer which reduced the size of home lots and possibly the ability to construct additional homes for profit for the good of the many leaving enough space for a Four lane Road
Built in 1963-64



I42-1
Cont.

9: How the two Planned and so far, Built ends Connect

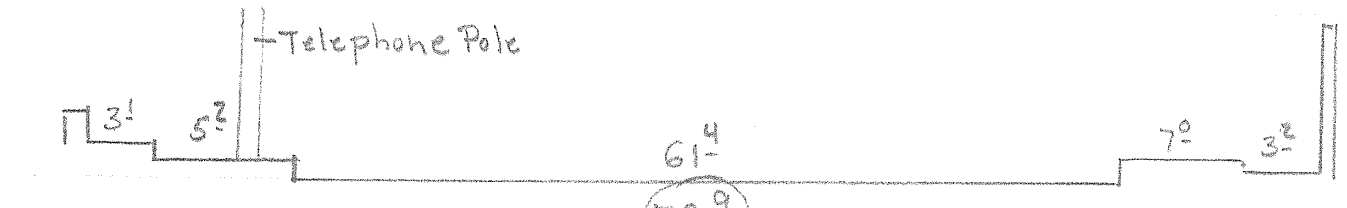
All of the forementioned and shown items did not happen by chances or by willingness of the Landowners, Developers or Business People
It was required and laid out well in a good Master Plan Vision to not repeat the mistakes made in the past and other side of the Valley. (uncorrectable) for the good of the greater good of the many citizens and future residents of the City.
Why is not all of this great planning, sacrifices, energies, monies spent and builds of the past being utilized and connected in the way it was planned for and intended for the greater good of the city citizens?????????????? WHY ?



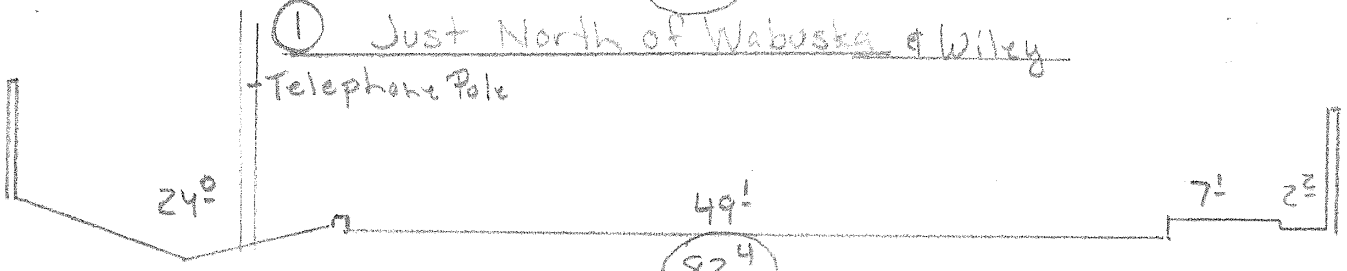
Wiley at North end of Smizer Property
Clearly Planned and enough Space for the required
4 lane Road Per One Valley One Vision in the
Circulation Element City of Santa Clarita General Plan
Between Wabuska Street and Calgrove Boulevard

I42-1
Cont.

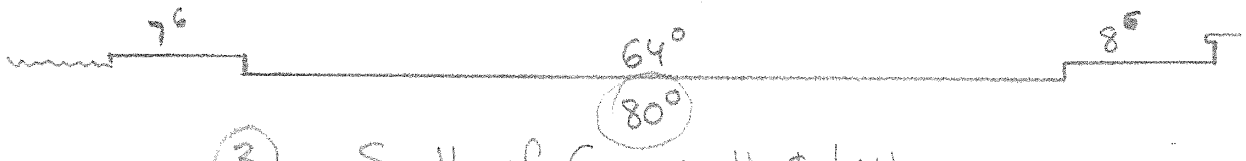
Wiley Cyn Rd Sections



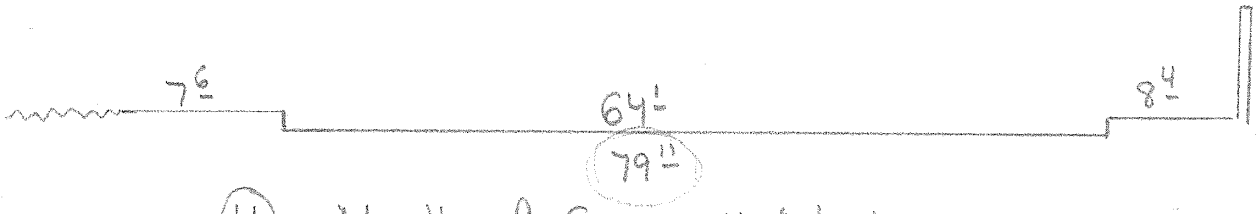
(1) Just North of Wabuska & Wiley



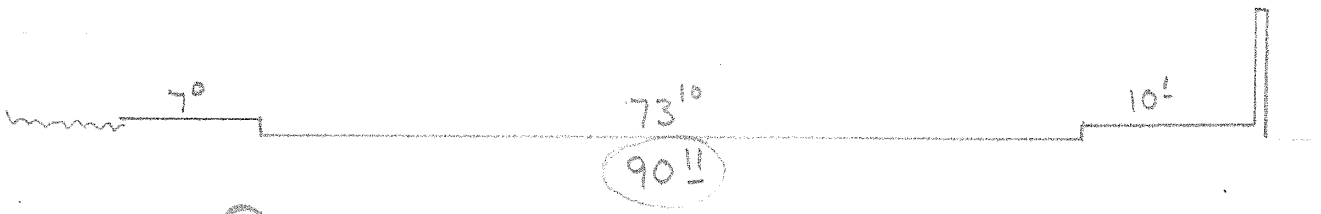
(2) Just South of Wabuska & Wiley



(3) South of Cornewell & Wiley



(4) North of Cornewell & Wiley



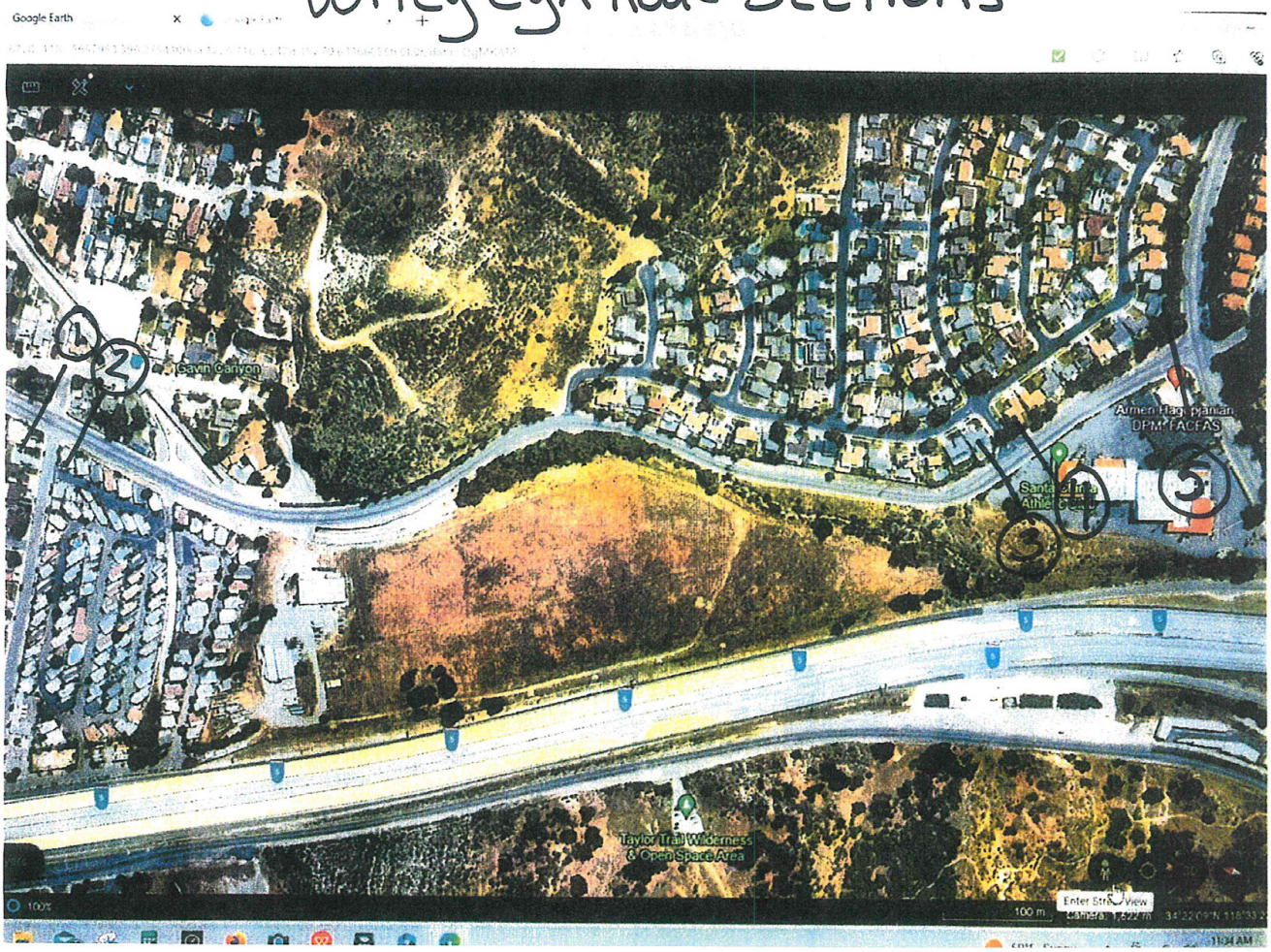
(5) Corner Intersection Calgrove & Wiley

Measurements taken with Hand Tape Measure while avoiding traffic

NO SCALE

I42-1 Cont.

Wiley Cyn Road Sections



I42-1 Cont.

SANTA CLARITA VALLEY AREA PLAN

The Santa Clarita Valley Area Plan (Area Plan) was adopted by the County Board of Supervisors on November 27, 2012 and took effect on December 27, 2012. The Area Plan is a component of the County General Plan which provides goals, objectives, policies, and implementation actions that apply only to the unincorporated portions of the Santa Clarita Valley. The Area Plan is a component of "One Valley One Vision", a joint planning effort with the City of Santa Clarita. The other component is the City of Santa Clarita General Plan, which was adopted by the Santa Clarita City Council on June 14, 2011. Together, the County's Area Plan and the City's General Plan provide a unified vision for development and conservation for the entire Santa Clarita Valley.

On November 27, 2012, the Board of Supervisors also adopted two ordinances amending Title 22 (Planning and Zoning) of the County Code. Both ordinances also took effect on December 27, 2012. The Area Plan's Trails Map was adopted on January 16, 2007.

I42-1 Cont.

Roadway/Segment	Improvement	Comments
Stevenson Ranch Parkway		
Between The Old Road and Pico Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Valencia Boulevard		
Between Long Canyon Road and existing Valencia Boulevard terminus just west of Boulder Crest Drive	Construct new 6 lane Major Highway	
Between I-5 freeway and McBean Parkway	Reconstruct roadway from 7 lanes to an 8 lane Major Highway	
Via Princessa		
Between existing Via Princessa terminus just east of Claibourne Court and existing Via Princessa terminus just west of Sheldon Avenue	Construct new 6 lane Major Highway	Gap closure segment
Between Sheldon Avenue and Rainbow Glen Drive	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Rainbow Glen Drive and Whites Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between SR-14 freeway and Lost Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Whites Canyon Road		
Between Ashboro Drive and Soledad Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Wiley Canyon Road		
Bridge over Railroad Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes bridge widening
Between bridge over Railroad Avenue and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Lyons Avenue and Wabuska Street	Restripe roadway from 2 lanes to a 4 lanes	
Between Wabuska Street and Calgrove Boulevard	Widen roadway from 2 lanes to 4 lanes	

Standard Cross Sections

The standard cross sections shown in Exhibit C-3 are adopted for both City and County areas of the Santa Clarita Valley.

I42-1 Cont.

The Wiley Project DEIR Comments to be documented

Hello to all the referenced;

City Manager, City Council Members, Planning Commissioners, Planning Department and Traffic Department

RE: The Wiley Project to be noticed in the DEIR Comments

It is important to consider the potential impacts and implications of modifying the General Plan Circulation Element in relation to the proposed project and the overall traffic network.

By removing Wiley Canyon Road as a Secondary Highway and downgrading it to a different designation, it would be necessary to conduct a reanalysis of the Circulation Element network based on current traffic conditions and projections.

This reanalysis should consider the existing environment and traffic projections, considering both City and County conditions, known projects, and anticipated projects.

The area-wide traffic model should be upgraded to reflect today's traffic conditions and calibrated accordingly.

Only after conducting a General Plan level analysis for area-wide impacts can the project-specific traffic impacts from the development of the Smizer site be accurately assessed.

The removal of Circulation Element secondary highways along the Wiley Canyon Road and Calgrove Boulevard corridors is a matter of concern for residents, particularly due to the historical controversy surrounding the impacts of a Calgrove Boulevard through-traffic closure. I42-1 Cont.

The long-term impacts to Wiley Canyon, Lyons Avenue, and McBean Parkway, which were addressed and studied as part of the City's first Circulation Element and subsequent amendment in the 1990s, need to be taken into consideration.

Considering that Wiley Canyon Road is currently designated as a Secondary Highway with a capacity of four lanes estimated to handle 36,000 trips on the network at LOS E, it is essential to assess how the area-wide trips will be accommodated and redistributed on the citywide network if both Wiley Canyon and Calgrove Boulevard are not developed as envisioned and required by the City's General Plan Circulation Element.

Additionally, it is crucial to evaluate how the traffic generated by the proposed project will contribute to the impacts anticipated from the removal of Wiley Canyon as a Secondary Highway.

Regards

Annette Lucas

24618 Fourl Road

Myself and my neighbors here are mostly capitalist at heart, not against development that creates jobs, income and importantly taxable income and assets for the City.

We just wish not to create a traffic headache.

From a long-standing Master Plan evident by the many items already built and planned and half done for one purpose.

A four-lane road to be built not a two lane.

How is Wiley Canyon north of Lyons to become six lanes evident by the bridge over Railroad Ave per the master plan, three lanes north of Lyons to become one lane south of Lyons.

Three does not go into one easily! Have the developer build the road as planned and design around it.

The planners saw this, planned for it, and started it.

Why are we not just finishing it and not wasting all that has been done and planned for.

Look at Old Newhall, Old San Fernando Road, now Newhall and Railroad. Created in the late1800 hundreds and early 1900 hundreds without a plan.

All the efforts made to make it better and still trapped with the poor traffic patterns. This is why a good plan was made years ago here on this side of the valley. Developers and City were held to it.

So, we did not respect a no plan and followed a creek or a mountain ridge design. Let's just go back in history and drive our wagons.

The thoughtful work was laid and planned.

Why are we now not following it?

Why was that mobile home area (storage & parking lot and not homes lots allowed to be placed there when it was first constructed in the 1960's

The park has 109 lots, when there could have been thirteen more in that area generating more long-term income earning spaces. Taxable income spaces.

Now we move forward to 2007 when the One Valley One Vision preview and joint effort of the County of Los Angeles and the City of Santa Clarita began.

I42-1
Cont.

Wiley again is noted as being a two-lane road in the review. When that document and plan had been studied unknown times over the next four years, it was still determined to be a four-lane road.

Why has all of this early work and identifying good planning that started in the 1950's began execution in the 1960's into the late 1990's with the cross-valley connection bridge over San Fernando Road, now Railroad, reviewed and still found to be a good planning and stated in the One Valley One Vision plan now being ignored.

Sidewalk and curb past health club is lined up to go straight into the Smizer property.

The area before Mr. Smizer bought it was to be car dealership row, a main street in the middle and car dealerships on both sides.

Someone did a lot of work surveying and construction laying it out and starting it from both ends.

The only change is the homeowners built a street at the end of Fourl that was not in the plan.
This could be closed easily to remove neighborhood traffic guided by maps, AI or passing by traffic.

I42-1
Cont.

Everything from the wash over east was to be open space and Wiley as it is now to be abandoned to become a bike, hiking path or paseo.

There must be a plan somewhere. Old L A County land and development and traffic division.

A government record search or request should be performed by all involved. This plan was presented when the Wiley Canyon bridge was built.

Not sure where the old master plan went.

The question is why it all was done if not in a plan and so well done.

Eight independent items constructed over 30 years in what was open land. All still add up and perfectly to a plan.

People do not spend money like that for no reason.

If left the way it is, what happens to the land not used along the mobile home park that had been taken away to straighten Wiley.

Has anyone contacted the mobile home park owners? I did this and they have nothing in the files but the manager just remembers (she is on site manager that lives there).

I drew what I had seen in a plan at one time. I can present this; I still hold part of the file.

Why is not all of this being researched, studied, and applied?

What am I missing?

I42-1 Cont.

From: Jane Stucker
To: Erika Iverson
Subject: Smiser development
Date: Thursday, April 4, 2024 6:29:50 PM

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

Good evening:
Please take these concerns seriously. We don't want a 4 story huge development on the mule farm. It is a floodplain. Moving around tons of foreign soil, disturbing centuries of sand is extremely unhealthy for the entire neighborhood. During a large earthquake, that will cause liquefaction. Those monstrous buildings will go down. Developer has no good parking solutions or air quality solutions. They want to cement our beautiful Wiley creek, throw some soil on it and hope native trees and plants will sprout? None of us will live to be old enough to see that happen. I live in Hidden Valley. I have no intention of going through three roundabouts to get 2 miles down to Lyons Avenue. The excuse that well traffic signals require electricity and cars can leave pollution by idling at lights … Do you know how ridiculous that sounds. I43-1

This developer has La salle canyon people complaining that they have to deal with dog poop. They are gated community. They are protected from all the fallout from this giant mess. We will have to deal with unknown people roaming through our communities because we have no gate. We do not want Jake's way west. Not to mention you cannot evacuate elderly people through three roundabouts during a fire or any other kind of emergency. In Hidden Valley we have one way in and way out. I43-2

What Santa Clarita needed to do was acquire the Smizer property as open space. And that opportunity apparently has been blown. I am willing and maybe other homeowners would be willing to even have an assessment to be able to acquire this land so that we don't have to face the monstrosity this developer is planning.
We don't want section 8 housing. It all goes against the general plan. I43-3

Thank you for your time.
Jane Saporito Stucker
Sent from my iPhone

From: Dianne
To: Erika Iverson
Subject: Public Comments regarding Master Case 20-238
Date: Wednesday, April 10, 2024 2:52:45 PM

CITY WARNING: This email was sent from an external server. Use caution clicking links or opening attachments.

In response to the March 19, 2024 public hearing, there are 2 major problems which were not adequately addressed.

1) Wiley Canyon Road is only one lane in each direction. Currently during peak hours, there is high traffic on Wiley Canyon which sometimes prevents us from entering and exiting our tract. With additional traffic due to this development, it will be nearly impossible to access our tract. Wiley Canyon needs to be widened to 2 lanes in each direction to alleviate this. The proposed Roundabouts by themselves will not solve this problem and potentially make it worse by slowing the traffic. I44-1

2) The proposed 1 1/2 parking spaces per unit in the new development are totally inadequate. The multifamily units could require 4 or more parking spaces. Obviously, there will not be adequate parking for residents. The only off premise parking would be on the nearby residential streets on Fourl Road, Darbin, and Canerwell. There is no parking anywhere else in the area, as there is not parking along Wiley Canyon. At the March 19, 2024 meeting, the Developer was made aware of this potential problem, and said he would "review" the situation after the completion of the project. This is not planning. With the project built, he would not be able to retroactively increase parking. I44-2

3) Listed as a project alternative is the Development of a private recreational facility with a 10,000 square foot clubhouse, tennis courts, Pickle ball courts, a soccer field, baseball field, and an outdoor basketball court. Outdoor fields would have overhead lighting, Infrastructure improvements onsite and off site street improvements should remain the same. We are enthusiastic about this plan due to the fact that we have absolutely nothing like this in our area at all, and this would be a great addition to our 1965 era neighborhood. Traffic would not be as impacted on Wiley Canyon with this project. I44-3

Thank you for giving us the opportunity to comment on this project.

Sincerely,

Dianne and Donald Hellrigel

Comment Letter I45

From: Michele Moline
To: Erika Iverson; Jason Crawford
Subject: DEIR Safety Element - Wiley Canyon Project
Date: Monday, April 15, 2024 2:23:54 PM

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Please consider -

Emergence evacuation portion of the DEIR is insufficient because it just makes broad statements that are unsupported by facts. In a logical scenario of a brush fire in the wildland directly east of the project, both lanes of Wiley Canyon would be blocked by firefighting equipment because Wiley Canyon Road is a narrow two lane road with available shoulders due to the massive retaining wall to the east and drainage to the west. Fire equipment will need to be centered in the roadway in order to allow firefighters access to not only their trucks, but also to hydrants located that are located on both the east and west sides of Wiley Canyon Road. I45-1

It is unclear what project information was given to the Fire Department by the developer and EIR preparer. Extrapolating that a project-level access scenario equals a general plan level circulation analysis to justify removal of Wiley Canyon Road as a secondary highway from the General Plan is ridiculous. I45-2

Sheltering in place in a very severe wildland fire area is unsafe, especially given the sensitive senior population and school children in the vicinity who may suffer lasting consequences from smoke inhalation. I45-3

How many in Paradise lost their lives because they trusted them to "fire hardened" structures? I45-4

And, the fact of the matter is that this Wiley Canyon project will also impede existing emergency access and response to the mobilehome park and their residents. Mobilehome parks are NOT hardened structures. I45-5

From the myopic response given by the Los Angeles County Fire Prevention staff, it appears that they were given the development plan to review in a vacuum and were not apprised of the environmental constraints and issues facing this project site (such as not improving Wiley as a secondary highway as needed to accommodate not only this project but also build-out growth in the City and County in the Santa Clarita Valley, being in a flood hazard area and subject to inundation during flood events, being surrounded by a very severe wildland fire hazard area, and being adjacent to an existing mobile home park and less than a quarter mile from an elementary school). Los Angeles County Fire Prevention Bureau staff I45-6

should be given an opportunity to correct their faulty statements regarding project access in light of the fact that their LA County maps that they use for analysis show Wiley Canyon Road as a planned secondary highway. Also, it is not clear if the DEIR stated findings that having significantly increased emergency response times to existing residences and businesses in the Wiley and Calgrove Corridor is actually a statement made by LA County Fire staff, or a statement made by the DEIR preparer? This must be clarified.

I45-6 Cont.

I45-7

Thank you

Michele Moline

Sent from Yahoo Mail for iPhone

April 15, 2024

City Clerk's Office
City of Santa Clarita – City Hall
23920 Valencia Blvd.
Suite 110
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Hand-delivered and by Email

Cc: City Planning Department and other addressees on the Service List (attached hereto)

In Re: **Wiley Canyon Mixed Use Project (Master Case 20-238)**
Request for Reconsideration of Development Plan Revisions

To Whom It May Concern,

Please call balls and strikes on this proposed development. No amount of computer-driven traffic software calculations can overcome a gut check on this proposed development: The proposed development is the equivalent of attempting to put 10 pounds of sugar into a 5-pound bag. We urge you to please follow the General Plan[1] and require more concrete mitigation efforts. I46-1

Make this developer do what the City and prior planning commissions have made every other landowner who built or developed on this same portion of Wiley Canyon Road do over the past 50+ years.[2] They were all required to set aside land to transform Wiley Canyon Road from a 2-lane arterial highway into a 4-lane arterial highway.[3] Before Santa Clarita was incorporated as a city, a 4-lane arterial highway on the subject Wiley Canyon Road was THE PLAN and currently is THE PLAN. The City imposed this land set-aside mitigation effort in support of the 4-lane arterial highway on Wiley Canyon Road on the very same family who sold the "Smiser Mule Ranch" land to the proposed developer of Plan in this DEIR. When the proposed developer bought this land from Marshall Rogers' parents, they took it subject to that knowledge of prior mitigation efforts as a matter of public record. I46-2

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[1] One Valley One Vision General Plan, adopted October 2012, Circulation Element, C-27, requiring a 4-lane arterial highway specific to Wiley Canyon Road, Wabuska Street, and Calgrove Boulevard. (Attached as Exh. A hereto.)

[2] The SCV Vision Master Plan was utilized by the County of Los Angeles for the Santa Clarita Valley prior to the City of Santa Clarita forming. Upon its founding, the City of Santa Clarita adopted the prior city planning requirements, including the SCV Vision Master Plan. In 2012, the City adopted One Valley One Vision.

[3] The then-government planning entities insisted that following prior land owners, developers, and businesses set aside land for a future 4-lane arterial highway along the exact portion of Wiley Canyon Road: 1) The Mobile Home Park, 2) The Wiley Canyon Elementary School, 3) The Carrow's Coffee shop which became Coco's Bakery and is now a Dialysis facility on Wiley at Calgrove, and 4) The gym—Santa Clarita Athletic Club.

So why is there a free pass on the necessary 4-lane arterial highway on Wiley Canyon for the developer on this EIR when what is proposed is literally and figuratively massive, exponentially denser, and more disruptive than anything previously developed in the same corridor over 50+ years? None of the landowners along this same corridor volunteered to set aside land for a future 4-lane arterial highway; the Government then in charge of planning required a land set aside mitigation for it based on decades-long planning and vision as a necessary mitigation effort if development along the corridor was allowed. Well, that type of "development" along this corridor has arrived in the form of the proposed development and this DEIR. Please do the same as your predecessors and require this proposed developer on this DEIR to build the 4-lane arterial highway or, in the alternative, set aside 80 feet of land as mitigation for a 4-lane arterial highway to be built on Wiley Canyon Road. The 4-lane arterial highway in this exact location has been planned for decades.

I46-2 Cont.

CEQA REQUIRES SIGNIFICANTLY MORE THAN WHAT HAS BEEN PRESENTED IN THIS DEIR. AS SUCH, THE DEIR IS LEGALLY DEFICIENT AND NEEDS TO BE REVISED SUBSTANTIALLY AS TO MITIGATION EFFORTS.

I46-3

A. THE DEIR FAILS TO INFORM THE PUBLIC ABOUT THE PAST IMPOSITION OF MEANINGFUL MITIGATIONS LIKE A LAND SET- ASIDE FOR A 4-LANE ARTERIAL HIGHWAY ON ALL OTHER SIMILARLY SITUATED PARCELS ON WILEY CANYON ROAD.

This DEIR is deficient in two of the most basic and important goals of CEQA, an informed public and good process. In reviewing EIRs, courts do not require technical perfection or scientific certainty. Instead, they look for adequacy, completeness, and a good faith effort at full disclosure to the public. (*Sierra Club v. County of* Fresno (2018) 6 Cal.5th 502, 515.) Here, the DEIR doesn't disclose to the public that for over 50+ years prior and current property owners of the land identified to be developed, as well as lots adjacent along the current 2-lane arterial highway on Wiley Canyon Road, were required to set aside land to create a 4-lane arterial highway. This omission is significant, and, on its face, it is not in good faith.

I46-4

Worse, this type of omission in this DEIR fails to inform the public that if the roundabout mitigation effort fails, as may reasonably be anticipated, the City physically can't undo the damage this proposed development will have for decades to come – you can't later build a 4-lane arterial highway if the City didn't make the proposed developer set aside land for that need. It's these types of multiple failures to provide "full disclosure" to the public that cause this DEIR to be legally inadequate under CEQA guidelines.

B. THE DEIR FAILS TO ADDRESS ALTERNATIVE FEASIBLE MITIGATION EFFORTS THAT WOULD HELP ALLEVIATE THE SIGNIFICANT IMPACTS OF THIS PROPOSED DEVELOPMENT TO THE MAXIMUM EFFECT FEASIBLE AS REQUIRED BY LAW.

I46-5

CEQA **requires** governments to document impacts and require planned mitigations when it is feasible to do and to the **"maximum effect feasible."** (*County of Butte v. Department of Water Resources* (2022), 13 Cal.5th, 612, 627.) Here, the mitigation of 80 feet of land set-aside to create a 4-lane arterial highway is, by definition, feasible because the proposed developer already owns the land necessary to create a 4-lane highway.[4] Requiring the proposed Developer to build the 4-lane arterial highway on this DEIR is the mitigation that would alleviate to the maximum effect feasible the substantial, obvious impacts obvious which accompany the addition of 500+ units and the other proposed uses outlined in the proposed development. The current City Planning recommended proposed mitigation efforts of a few roundabouts, which by nature can't alleviate the traffic impacts of this proposed development in comparison to requiring the actual expansion of the curvy, 2-lane arterial highway on Wiley Canyon Road currently used to access the proposed development.

I46-5 Cont.

Another better alternative to the myopic "only roundabouts are needed, and we'll wait and see approach" defended by the City Planning Dept. The imposition of the land set-aside for a 4-lane arterial highway is feasible under CEQA guidelines. Requiring the proposed developer to build the 4-lane arterial highway is feasible under CEQA guidelines. The proposed developer's plan states that the proposed developer already owns the land necessary to comply with a mitigation building or setting aside land for the building of a 4-lane arterial highway on Wiley Canyon Road. The failure of this DEIR to resolve easily anticipated negative effects of the proposed development to less than the maximum effect feasible is not only alarming, it violates CEQA guidelines.

C. THE CITY HAS IGNORED ANY CONSIDERATION OF NEW STATE LEGISLATION LIKE SB9 WHEN IT FAILS TO REQUIRE THE PROPOSED DEVELOPER TO BUILD THE 4-LANE ARTERIAL HIGHWAY OR, IN THE ALTERNATIVE, SET ASIDE LAND TO COMPLETE THE SAME. IN DOING SO, THIS DEIR IS INSUFFICIENT ON ITS FACE TO ASSESS THE IMPACTS OF THIS PROPOSED DEVELOPMENT ON CURRENT RESIDENTS LIVING WITHIN LESS THAN TWO MILES OF THE PROPOSED DEVELOPMENT.

The DEIR for this proposed project fails to 1) discuss; and 2) assess the potential impact of growth from the new state legislation like SB9, which allows the existing neighborhoods surrounding this proposed development to build ADUs, JADUs, and multi-living units along the Via Princessa/Wiley Canyon corridor—the same corridor and connecting 2-lane arterial highway at issue here. The city, relying on voodoo-like traffic software, has concluded there are no significant impacts used by the City.

I46-6

I live in the Valencia Hills Homeowners' Association ("HOA"). There are 462 single-family homes in that HOA, and it is a mere 1.6 miles from the heart of the proposed development. In 2022, there were 2 ADUs in this HOA. In 2023, 5 more ADUs were being scheduled to be built. That's a 250% increase in growth and potential real-world traffic impact from just one HOA relying on state legislation SB9. At this rate, for one

[4] Wiley Canyon Developer's Site Development Plan, Figure 2.

single HOA situated so close to the proposed development, why does the DEIR not discuss these impacts or this developing trend?

I46-6 Cont.

D. GOOD PLANNING REQUIRES ACKNOWLEDGING RECENT, PRIOR PLANNING MISTAKES AND ENSURING THEY ARE NOT REPEATED IN THIS DEIR.

Remember the cautionary tale of the Vista Bridge where the developer wasn't required to build the Vista Bridge into the Vista Canyon development, and when the developer said they ran out of money, the City had to pay to build it?[5]

The city did not require the developer to finish the bridge, let them off the hook and then the City had to pay to finish the bridge that the developer should have been required to complete.

I46-7

The planning commission should include in its assessment recent events in which a developer was given a free pass, like what is happening with less-than-substantial mitigation efforts in this DEIR. Anybody on the planning commission should not forget the lesson in the Vista Bridge development.

E. IF WE DON'T REQUIRE THIS DEVELOPER UNDER THIS DEIR TO BUILD A 4-LANE ARTERIAL HIGHWAY OR SET ASIDE 80 FEET OF LAND TO DO SO, THE 6-LANE VIA PRINCESSA CORRIDOR WILL NOT BE A REALITY FOR THIS SECTION OF THE SANTA CLARITA VALLEY.

Via Princessa is projected to be a 6-lane cross-valley highway (the Via Princessa corridor) connector, which will collide with the current two-lane arterial highway Wiley Canyon Road, which essentially ends at a freeway at Calgrove (Exhibit A). There will be a great impact on the on and off-ramp at Calgrove, the I-5 access, and the volume of traffic beyond this juncture.

I46-8

Beyond a Decade's Scope. Furthermore, it is disconcerting to see such pivotal changes being considered within a modest 10-year traffic model, while the overarching 30 to 40-year vision of the General Plan indicates a longer-term view is required for such developments.

A DEIR for a proposed project of this magnitude literally and figuratively sandwiched between the 5 Freeway and a curvy 2-lane arterial highway, should and is required to align with the city's long-term objectives and long-protected vision set forth in the General Plan. It should reflect the needs of residents, newcomers, and the inevitable growth of urban infrastructure (ADU, JADU, and SB9 multi-living units). It doesn't. This DEIR instead gives the developer a free pass on everything important without meaningful mitigation efforts to alleviate significant impacts on size, density, and livable traffic to the maximum extent feasible.

I46-9

[5] The Signal, 2/25/24.

Roadway/Segment	Improvement	Comments
Stevenson Ranch Parkway		
Between The Old Road and Pico Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Valencia Boulevard		
Between Long Canyon Road and existing Valencia Boulevard terminus just west of Boulder Crest Drive	Construct new 6 lane Major Highway	
Between I-5 freeway and McBean Parkway	Reconstruct roadway from 7 lanes to an 8 lane Major Highway	
Via Princessa		
Between existing Via Princessa terminus just east of Claibourne Court and existing Via Princessa terminus just west of Sheldon Avenue	Construct new 6 lane Major Highway	Gap closure segment
Between Sheldon Avenue and Rainbow Glen Drive	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Rainbow Glen Drive and Whites Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between SR-14 freeway and Lost Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Whites Canyon Road		
Between Ashboro Drive and Soledad Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Wiley Canyon Road		
Bridge over Railroad Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes bridge widening
Between bridge over Railroad Avenue and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Lyons Avenue and Wabuska Street	Restripe roadway from 2 lanes to a 4 lanes	
Between Wabuska Street and Calgrove Boulevard	Widen roadway from 2 lanes to 4 lanes	

I46-10

Standard Cross Sections

The standard cross sections shown in Exhibit C-3 are adopted for both City and County areas of the Santa Clarita Valley.

Exhibit A

We are objecting to this DEIR as written and in its current state. Your department's commitment to these principles is crucial, and we look forward to your prompt attention to this matter. Please inform us of the next steps in addressing these areas for revision and how the community can continue to partake constructively in the development planning process.

Please make the appropriate departments require the developer to mitigate all significant negative impacts to the maximum feasible extent.

I46-11

Thank you for your consideration. We anticipate your response and hope to establish a collaborative dialogue that leads to solutions that satisfy all stakeholders.

Sincerely,



R. Weston Monroe

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An EIR is required when a project will have one or more significant environmental effects that cannot be avoided or reduced to a level of insignificance. *Laurel Heights, 447 Cal.3d at pp. 390-391; see Cal. Code Regs., tit. 14 s 15002, subd. ((f.)*

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