

# Appendix A

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## IS-NOP-Scoping



# MARCH JOINT POWERS AUTHORITY



## Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

TO:	Responsible Agencies, Trustee Agencies, and Interested Parties	FROM:	March Joint Powers Authority 14205 Meridian Parkway, Suite 140 Riverside, California 92518 (951) 656-7000
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The March Joint Powers Authority (JPA) will be the Lead Agency, pursuant to the California Environmental Quality Act, and will prepare an Environmental Impact Report (EIR) for the proposed West Campus Upper Plateau Project (Project) identified below. Through this Notice of Preparation (NOP), we are seeking your input regarding the scope and content of the environmental information which is germane to agency statutory responsibilities and public interests. Agencies receiving this NOP may use the EIR prepared when considering permits or other approvals for the proposed Project.

The project description, location, and the potential environmental impacts are included in the attached materials. The attached Initial Study prepared for the proposed Project outlines the issues that March JPA has determined will be addressed in the forthcoming EIR.

<input checked="" type="checkbox"/>	A copy of the Initial Study IS attached.
<input type="checkbox"/>	A copy of the Initial Study IS NOT attached, but can be downloaded at <a href="http://www.marchjpa.com">www.marchjpa.com</a> .
<input checked="" type="checkbox"/>	The proposed Project IS considered a project of statewide, regional or areawide significance.
<input type="checkbox"/>	The proposed Project IS NOT considered a project of statewide, regional or areawide significance.
<input checked="" type="checkbox"/>	The proposed Project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input type="checkbox"/>	The proposed Project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input checked="" type="checkbox"/>	A scoping meeting WILL be held by the lead agency.
<input type="checkbox"/>	A scoping meeting WILL NOT be held by the lead agency.

The Project meets the criteria requiring a scoping meeting, and as such, the Lead Agency will hold the meeting at the following date, time, and location:

<b>Date:</b> December 8, 2021	<b>Time:</b> 6:00 – 7:30 PM	<b>Location:</b> Western Municipal Water District Training Room First Floor, Room 120, 14205 Meridian Parkway Riverside, CA 92518
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The public review period for the NOP and Initial Study starts on November 19, 2021

and ends on December 20, 2021. Due to the time limits mandated by State law, your response must be received no later than **December 20, 2021**.

Please send your response to Dan Fairbanks, Planning Director, at the address shown below by **December 20, 2021**. Please include the name of a contact person in your agency.

Dan Fairbanks  
 Planning Director  
 March Joint Powers Authority  
 14205 Meridian Parkway  
 Riverside, CA 92518

<b>Project Title:</b>	West Campus Upper Plateau Project
<b>Project Applicant:</b>	Meridian Park West LLC
<b>Project Location:</b>	<p>The West Campus Upper Plateau Project (Project) site comprises approximately 808 acres within the March JPA land use jurisdiction. Of the 808-acre area, 360 acres would be for the Development Area, 3 acres would be for an existing public facility, and 445 acres would be for the Conservation Area.</p> <p>The Project site is in the western portion of the March JPA planning area, west of Cactus Avenue's current terminus, to the east and south of the Mission Grove neighborhood, and to the north of the Orangecrest neighborhood in unincorporated Riverside County, California (refer to Figure 1, Project Location, of the attached Initial Study). Interstate 215 is located approximately 0.5 miles east of the Project site. The Project includes a Conservation Area as part of the Settlement Agreement that was entered between and among the Center for Biological Diversity, the San Bernardino Valley Audubon Society, March JPA, and LNR Riverside LLC in 2012.</p> <p>The latitude and longitude of the approximate center of the Project site is 33.906375" north and -117.305077" west. The Project site is in Township 3 South, Range 4 West, including Sections 15, 16, 17, 20, 21, 22, within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey. The Development Area is located within the following 13 Assessor's Parcel Numbers: 276120-001, 276170-007, 294020-001, 297080-003/-004, 297090-001/-002/-003/-004/-007/-008/-009, and 297100-093. The Conservation Area is located within the following 19 Assessor's Parcel Numbers: 276120-001, 276170-007, 294020-001/-002, 294040-031/-038, 297080-002/-003/-004/-005, 297090-002/-003/-004/-005/-006/-007/-008/-009, and 297110-036.</p>
<b>Project Description:</b>	<p>The proposed Project consists of a Development Area and a Conservation Area.</p> <p>The Development Area includes the redevelopment of the former March Air Force Base (AFB) munitions bunkers. The proposed Development Area would include the construction of a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels, surrounding two Industrial parcels, an open space area with two small adjacent parking lots, two smaller open space areas, and a small park for recreational users.</p>



The four Business Park parcels to the north would be a total of 34.50 acres, the Business Park parcel to the east would be 9.38 acres, and the two Business Park Parcels to the south would total 22.47 acres. Similar to all other Specific Plans in the March JPA planning area, the three Mixed-Use parcels would include a variety of land uses but would not include the development of residential units. The three Mixed-Use parcels would be 10.77 acres, 26.60 acres, and 5.45 acres and would be located along the west side, just east of the Barton Street extension, and along the southeast corner of the Development Area. The two Public Facility parcels would consist of a 2.12-acre Western Municipal Water District sewer lift station to be developed along the east side of the Development Area just south of Cactus Avenue, and a 1.41-acre utility facility located southeast of the Western Municipal Water District facility. The three open space areas would consist of a larger open space area and two smaller open space areas. The larger open space area would be 50.00 acres and would consist of trails for recreational users. The larger open space area would be located directly east of the Barton Street extension and just south of the park area. Two small parking areas would be located on the eastern edge of the larger open space area to provide access for park users. The first smaller open space area would be approximately 11.98 acres and would be located directly north of the four Business Park Parcels. The second smaller open space area would be 2.48 acres and would be located south of Bunker Hill Drive, between one of the Mixed-Use Parcels and the two Business Park Parcels, as well as along the southern perimeter of the proposed Development Area from Barton Street to Cactus Avenue. The open space parcels would provide further buffer to the Conservation Area. The small recreation park area would be approximately 10.00 acres and would be located west of Barton Street and directly north of the larger open space area. The small recreation park area would include park amenities such as a playground, picnic area, and exercise stations.

The proposed Development Area would also include on-site trenching to interconnect with existing water, wastewater, storm drain, natural gas, and electrical facilities that are currently stubbed out at the terminus of Cactus Avenue. The proposed development will extend these utilities along Cactus Avenue to the Development Area (Figure 4, West Campus Upper Plateau Project Site Plan, of the Initial Study). In addition, construction of the Development Area would include relocating several existing on-site utilities, including a 30-inch gas line that traverses the Project site.

In addition, the proposed Development Area would include perimeter landscaping consisting of a minimum 30-foot-wide landscape buffer along the northern, western, and southern Development Area boundary maintained by a Landscape Lighting and Maintenance District. In addition, the improved park area, perimeter slopes, and street parkways will be maintained by the Landscape Lighting and Maintenance District. All landscape planting will be drought tolerant and irrigated by recycled water.

The proposed Development Area would remove 14 of the 16 military bunkers, which were previously used for munitions storage by March AFB prior to March AFB's realignment in 1993 and are currently used for fireworks storage by Pyro Spectaculars. The Project would also remove existing dirt roadways connecting the bunkers. The two military bunkers that would not be removed would be preserved for potential ongoing historical preservation or ongoing reuse within the Conservation Area. In addition, the proposed Project also includes relocating the existing water

tower.

The Conservation Area would provide a buffer of at least 300 feet on all sides of the Development Area, with a larger buffer to the south and east of the Development Area. In addition, the Conservation Area includes the two bunkers that would be preserved for potential ongoing historical preservation or ongoing reuse. As previously noted, to further protect the Conservation Area, the Project proposes a minimum 30-foot-wide landscaped buffer on the proposed parcels to the north, west, south, and southeast of the development. The currently existing service roads within the Conservation Area (Figure 6, Settlement Agreement – Area for Potential Development, of the attached Initial Study) may continue to be utilized by the public for passive recreation as authorized by the March JPA, but public vehicular access would be prohibited.

The following approvals would be required for the proposed Project:

**General Plan Amendment:** The General Plan Land Use Map designated land uses within the Project site are Business Park and Parks/Recreation/Open Space. The Project proposes to redesignate the site's land uses as follows: increase Parks/Recreation and Open Space (P/R/OS) from approximately 122 gross acres to 453.7 gross acres<sup>1</sup>, eliminate approximately 622.5 gross acres of Business Park designated property, eliminate approximately 63 gross acres of Industrial designated property, and adopt the Meridian West Upper Plateau Specific Plan (SP-9) on approximately 351.0 gross acres, approving a mix of Business Park, Industrial, Mixed Use, Public Facility, Streets, Parks, and Open Space land uses. The Project also proposes to redesignate 2.9 acres of Business Park to Public Facility to accommodate an existing water storage tank operated by Western Municipal Water District.

In addition, the approximately 445-acre Conservation Area will be recorded. The amendment would modify the General Plan Land Use Plan, Table 1-1 (March JPA Planning Build Out); Exhibit 2-1, Transportation Plan; and Exhibit 2-3, Transportation Road Systems. The amendment to the Transportation Element of the General Plan will incorporate the following changes: extend Cactus Avenue west to Barton Street, extend Barton Street from Alessandro Boulevard to Barton Drive, extend Brown Street from Alessandro Boulevard to Cactus Avenue, add Arclight Drive, Linebacker Drive, Bunker Hill Drive, and Airman Drive.

**Specific Plan:** The Project proposes adoption of Specific Plan SP-9 consistent with applicable requirements in California Government Code Sections 65450–65457 and March JPA Development Code Chapter 9.13 containing development standards, design guidelines, infrastructure master plans, maintenance responsibilities, phasing schedule, and implementation procedures necessary to develop the Project site consistent with the requested General Plan Amendment designations. The proposed Specific Plan will address land uses, zoning, and design guidelines. The proposed land uses within Specific Plan SP-9 include 43.08 acres of Mixed Use, 66.35 acres of Business Park, 143.34 acres of Industrial, 28.86 acres of streets and roadways<sup>2</sup>, 10 acres of developed Parks/Recreation/Open Space, 64.46 acres of undeveloped Parks/Recreation/Open Space, and 3.53 acres of Public Facilities.

**Zoning Designation:** The Project site has not previously been given a

<sup>1</sup> A total of 8.62 acres within the 453.7 gross acres consists of streets located within the Conservation Area.

<sup>2</sup> Included in this area are 8.62 acres of streets and roadways that are within the Specific Plan but not within the General Plan.

	<p>zoning designation; therefore, the Project proposes zoning consistent with the requested General Plan Amendment and Specific Plan designations of Mixed Use, Business Park, Industrial, Parks/Recreation/Open Space, and Public Facilities for the site.</p> <p>Plot Plan: Concurrent with the General Plan and Zoning Amendments, the Specific Plan, and the Tentative Tract Map, Plot Plan approval is required to construct an approximately 1,330,000-square-foot industrial building on 59.55 acres, a 550,000-square-foot industrial building on 27.58 acres, and a 10.00-acre park with two small adjacent parking lots for recreational users.</p>
<p><b>California Environmental Protection Agency Hazardous Waste List:</b></p>	<p>The Project site is not located on a site with known contamination, according to the State Water Resources Control Board's GeoTracker database. In addition, the Project site is not located on a hazardous materials site according to the California Department of Toxic Substance Control's EnviroStor database.</p>

<p>Date: November 18, 2021</p>	<p>Signature:</p> 
	<p>Title:</p> <p>Dan Fairbanks, Planning Director</p>
	<p>Telephone (main):</p> <p>(951) 656-7000</p>

Consulting firm retained to prepare the Draft EIR (if applicable):

<p>Name:</p>	<p>Dudek</p>
<p>Address:</p>	<p>605 Third Street</p>
<p>City/State/Zip:</p>	<p>Encinitas, California 92024</p>
<p>Contact Person:</p>	<p>Nicole Cobleigh, Senior Project Manager</p>

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Initial Study

# West Campus Upper Plateau Project

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NOVEMBER 2021

*Prepared for:*

**MARCH JPA**

14205 Meridian Parkway, Suite 140  
Riverside, California 92518

*Contact: Dan Fairbanks, Planning Director*

*Prepared by:*

**DUDEK**

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# Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AFB	Air Force Base
AICUZ	Air Installations Compatible Use Zones
ALUCP	Airport Land Use Compatibility Plan
ARB	Air Reserve Base
CBD	Center for Biological Diversity
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HARM	Hazard Assessment Rating Methodology
HFHSZ	High Fire Hazard Severity Zone
I	Interstate
JPA	Joint Powers Authority
MSHCP	Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
RCFD	Riverside County Fire Department
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
VMT	vehicle miles traveled
WMWD	Western Municipal Water District



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# 1 Introduction

This Initial Study addresses the West Campus Upper Plateau Project (Project), which includes the proposed buildout of a Development Area consisting of Business Park, Mixed Use,<sup>1</sup> Industrial, Park, and Open Space parcels. The proposed Project also includes the placement of a Conservation Area under a conservation easement in compliance with the CBD Settlement Agreement (March JPA 2012). Further details regarding the Development Area and Conservation Area are provided in Section 1.3.2, Project Components.

## 1.1 Project Background

In 1993, the federal government, through the Defense Base Closure and Realignment Commission, mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was redesignated as an Air Reserve Base (ARB). The decision to realign March AFB resulted in approximately 4,400 acres of property and facilities being declared surplus and available for disposal actions. To oversee the dispensation and management of the surplus land, the Cities of Moreno Valley, Perris, and Riverside and the County of Riverside formed the March Joint Powers Authority (March JPA) in 1993, which continues to serve as the reuse authority of March ARB.

In March 1997, March JPA assumed land use control for all surplus property identified and began preparation of a General Plan for the planning area. In 1999, March JPA approved the March JPA General Plan and Master Environmental Impact Report (EIR; State Clearinghouse No. 97071095) for the March JPA planning area, which includes March ARB. The General Plan now serves as the land use and development guidance document for development within the March JPA planning area.

The Project site has been analyzed under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act in the following documents:

- March AFB Master Reuse Plan, March JPA (November 1995)
- Final Environmental Impact Statement: Disposal of Portions of March AFB (February 1996)
- Final Environmental Impact Report for the March AFB Redevelopment Project (June 1996)
- Redevelopment Plan for the March AFB Redevelopment Project (July 1996)
- March JPA Development Code (July 1997)
- General Plan of the March JPA (September 1999)
- Master EIR for the General Plan of the March JPA (September 1999)
- March Air Reserve Base (ARB)/Inland Port Airport Land Use Plan (2014)
- Final Air Installations Compatible Use Zone Study, March ARB (2018)

The Project site (refer to Section 1.3, Project Overview) is designated as Business Park (BP) and Park/Recreation/Open Space (P/R/OS) under the General Plan Land Use Map. Meridian Park West, LLC, is now pursuing development of the site.

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<sup>1</sup> Consistent with all other Specific Plans in the March JPA planning area, Mixed Use includes a variety of land uses, including commercial, business park, and industrial uses, but does not include the development of residential units.

On September 12, 2012, a Settlement Agreement was entered between and among the Center for Biological Diversity (CBD), the San Bernardino Valley Audubon Society, March JPA, and LNR Riverside LLC as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et al.* (CBD Settlement Agreement; March JPA 2012). The CBD Settlement Agreement contemplated the division of western acreage under the jurisdiction of the March JPA, including the Project site, into a Conservation Area, Developable Area, Proposed Park Area, and Water Quality/Open Space Area.

The analysis in this Initial Study addresses the following two components of the proposed Project: the proposed buildout of the Development Area and the placement of the Conservation Area under a conservation easement in compliance with the CBD Settlement Agreement.

## 1.2 Project Objectives

The proposed Project requests a General Plan Amendment, Specific Plan, Zoning Amendment, Tentative Tract Map, three Plot Plans, and a Development Agreement to redevelop the former munitions bunkers of the March AFB. The primary objectives of the Project include the following:

- Provide appropriate land use intensities to comply with the parameters of the March ARB/Inland Port Airport Compatibility Plan.
- Provide increased job opportunities for local residents through the provision of employment-generating businesses.
- Establish a land use and facility plan that ensures Project viability in consideration of existing and anticipated economic conditions.
- Provide park and open space amenities to serve the region.
- Complete the buildout of the roadway infrastructure by connecting Cactus Avenue to Barton Street, extending Barton Street from Alessandro Boulevard to Barton Drive, and extending Brown Street from Alessandro Boulevard to Cactus Avenue.
- Remove a majority of the former munitions storage area of the March AFB.
- Provide appropriate land use intensities to comply with the parameters of the March AFB Master Reuse Plan.
- Implement the goals, objectives, and policies of the March JPA General Plan.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian and bicycle circulation system that is safe, convenient, and comfortable.
- Implement the terms and conditions agreed upon in the September 12, 2012, Settlement Agreement entered into between and among the CBD, the San Bernardino Valley Audubon Society, March JPA, and LNR Riverside LLC, as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et al.*

## 1.3 Project Overview

### 1.3.1 Project Location

The proposed Project site includes a Development Area and a Conservation Area, as described in greater detail in Section 1.3.2, Project Components. The Project site comprises approximately 808 acres within the March JPA planning area, located approximately half a mile west of Interstate (I) 215. Of the approximately 808-acre area, 360

acres would be for the Development Area, 3 acres would be for an existing public facility, and 445 acres would be for the Conservation Area. More specifically, the Project site is in the western portion of the March JPA planning area, west of Cactus Avenue's current terminus, to the east and south of the Mission Grove neighborhood, and to the north of the Orangecrest neighborhood in unincorporated Riverside County, California (Figure 1, Project Location). The Development Area will include the extensions of Cactus Avenue, Brown Street, and Barton Street. The latitude and longitude of the approximate center of the Project site is 33.906375" north and -117.305077" west. The Project site is in Township 3 South, Range 4 West, including Sections 15, 16, 17, 20, 21, 22 within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey. The Development Area is located within the following 13 Assessor's Parcel Numbers: 276-120-001, 276-170-007, 294-020-001, 297-080-003, 297-080-004, 297-090-001, 297-090-002/-003/-004/-007/-008/-009, and 297-100-093. The Conservation Area is located within the following 19 Assessor's Parcel Numbers: 276-120-001, 276-170-007, 294-020-001/-002, 294-040-031/-038, 297-080-002/-003/-004/-005, 297-090-002/-003/-004/-005/-006/-007/-008/-009, and 297-110-036.

Existing development within the Project site consists of a water tower, an existing public facility, paved and dirt access roads, and 16 bunkers that were previously used for munitions storage by the Air Force prior to March AFB's realignment in 1993. All of the bunkers are currently used by Pyro Spectaculars for the storage of fireworks. While the Development Area encompasses existing development and previously disturbed land, the Conservation Area primarily consists of open space and undeveloped land.

The Project site is surrounded by residential uses to the north, west, and south; the Meridian West industrial project, located within the March JPA planning area, to the east; and two new industrial buildings built by Exeter, located in Riverside County, to the east and north. The residential uses to the north and west are part of the Mission Grove neighborhood in the City of Riverside. The residential uses to the south are part of the Orangecrest neighborhood in the City of Riverside. The closest schools to the Project site, Benjamin Franklin Elementary School and Amelia Earhart Middle School, are located south of the Project site in the Orangecrest neighborhood. The Benjamin Franklin Elementary School is located approximately 0.8 miles south of the Project site and the Amelia Earhart Middle School is located approximately 1 mile south of the Project site.

The parcels immediately to the east of the Project site are designated as Business Park (BP) and Industrial (IND). The parcels immediately to the north, west, and south of the Project site are not part of the March JPA planning area. The nearest residential area is located approximately 300 feet north of the Development Area, which is described in greater detail in Section 1.3.2.

As shown on Figure 2, March JPA Existing and Proposed General Plan Land Use Designations, the Conservation Area's land use designation is currently Business Park (BP). The Project site has not been assigned a zoning designation per the official March JPA Zoning Map, as shown on Figure 3, March JPA Zoning Designations.

## 1.3.2 Project Components

### 1.3.2.1 Development Area

#### Proposed Development

Buildout of the Development Area includes the redevelopment of the former March AFB munitions bunkers. The proposed Development Area buildout would include the construction of a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels surrounding two Industrial parcels, an

open space area with two small adjacent parking lots, two smaller open space areas, and a small park for recreational users. The four Business Park parcels to the north would be a total of 34.50 acres, the Business Park parcel to the east would be 9.38 acres, and the two Business Park parcels to the south would total 22.47 acres. Similar to all other Specific Plans in the March JPA planning area, the three Mixed Use parcels would include a variety of land uses but would not include the development of residential units. The three Mixed Use parcels would be 10.77 acres, 26.60 acres, and 5.45 acres and would be located along the west side, just east of the Barton Street extension, and along the southeast corner of the Development Area. The three Industrial parcels, which would be located in the project center and eastern project area, would be 58.21 acres, 59.55 acres, and 27.58 acres. The two Public Facility parcels would consist of a 2.12-acre Western Municipal Water District (WMWD) sewer lift station to be developed along the east side of the Development Area just south of Cactus Avenue and a 1.41-acre utility facility to be developed southeast of the WMWD facility.

The three open space areas would consist of a larger open space area and two smaller open space areas. The larger open space area would be 50.00 acres and would consist of trails for recreational users. The larger open space area would be located directly east of the Barton Street extension and just south of the park area. Two small parking areas would be located on the eastern edge of the larger open space area to provide access for park users. The first smaller open space area would be approximately 11.98 acres and would be located directly north of the four Business Park parcels. The second smaller open space area would be 2.48 acres and would be located south of Bunker Hill Drive, between one of the Mixed Use parcels and the two Business Park parcels, as well as along the southern perimeter of the proposed Development Area from Barton Street to Cactus Avenue. The open space parcels would provide a further buffer for the Conservation Area.

The small recreation park area would be approximately 10.00 acres and would be located west of Barton Street and directly north of the larger open space area. The small recreation park area would include park amenities such as a playground, picnic area, and exercise stations.

Buildout of the Development Area would also include the extension of Cactus Avenue from its existing western terminus to intersect with Barton Street, which will be extended from Alessandro Boulevard to the north to connect to Barton Drive to the south. Regarding the existing roadway network within the munitions storage area, buildout of the Development Area would also include the construction of Arclight Drive, Airman Drive, Bunker Hill Drive, and Linebacker Drive (Figure 4, Project Site Plan).

## Site Access and Circulation

The Development Area would be accessed through the extension of existing streets that have been planned in the March JPA General Plan. Access to the Development Area from the east would be achieved via Cactus Avenue, which would be extended to the west from its current western terminus through the Development Area to connect to Barton Street. The Development Area would also be accessed from the north and south by extending Barton Street to connect from Alessandro Boulevard to Barton Drive. Access to the Development Area from the north would be via Brown Street, which would be extended to the south to connect from Alessandro Boulevard to the new extension of Cactus Avenue. Truck routes are proposed along Cactus Avenue to I-215, as well as along Linebacker Drive, Arclight Drive, Airman Drive, and Bunker Hill Drive (Figure 5, Proposed Truck Routes). Truck routes would be prohibited along the Barton Street extension through the development of a roundabout at the Cactus Avenue and Airman Drive intersection that would include signs deterring trucks from accessing Barton Street from Cactus Avenue.

## Utilities

On-site trenching would occur to interconnect with existing water, wastewater, storm drain, natural gas, and electrical facilities that are currently stubbed out at the western terminus of Cactus Avenue. The proposed development would extend these utilities along Cactus Avenue to the Development Area (Figure 4). In addition, buildout of the Development Area would include relocating several existing on-site utilities, including a 30-inch gas line that traverses the Project site.

Water service (domestic and fire) and sewer service would be provided by WMWD. Sewer service for the proposed park areas may be provided by the City of Riverside.

## Landscaping

Buildout of the proposed Development Area would include perimeter landscaping consisting of a minimum 30-foot-wide landscape buffer along the northern, western, and southern Development Area boundaries maintained by a Landscape Lighting and Maintenance District. In addition, the improved park area, perimeter slopes, and street parkways will be maintained by the Landscape Lighting and Maintenance District. All landscape planting will be drought tolerant and irrigated by recycled water.

## Site Preparation, Grading, Construction, and Paving

Buildout of the Development Area would be divided into two phases, Phase 1 and Phase 2, as described in further detail below. The construction schedule utilized in the analysis, shown in Tables 1 and 2, represents a “worst-case” analysis scenario should construction occur any time after the respective dates, given that emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity, as shown in Tables 1 and 2, represents a reasonable approximation of the expected construction fleet as required per CEQA. The duration of construction activity is based on the Project’s 2026 opening year.

**Phase 1.** This phase would include all rough grading, including removal of the bunkers, and infrastructure for the entire Development Area. The Development Area contains numerous bunkers that were used for the storage of munitions for decades. During site preparation and grading in this phase, all but two of the existing bunkers would be removed. The remaining bunkers, located southeast of the development, would be preserved for potential historical preservation or ongoing reuse. Phase 1 construction is expected to last 13 months, commencing in December 2022 and ending in January 2024, as shown in Table 1.

**Table 1. Construction Schedule - Phase 1**

Phase Name	Start Date	End Date
Site preparation	12/01/2022	02/28/2023
Grading	03/01/2023	01/31/2024

**Phase 2.** This phase would include site preparation, building construction, paving, and architectural coating. Phase 2 would begin when Phase 1 is complete and is expected to last 22 months, commencing in March 2024 and ending in January 2026, as shown in Table 2.

**Table 2. Construction Schedule - Phase 2**

Phase Name	Start Date	End Date
Site preparation	03/30/2024	06/30/2024
Building construction	02/01/2025	03/30/2026
Paving	12/20/2025	02/15/2026
Architectural coating	11/02/2025	01/15/2026

### 1.3.2.2 Conservation Area

Under the CBD Settlement Agreement, March JPA is required to place approximately 649 acres into conservation via easement to be managed for its wildlife habitat value for sensitive species. Refer to Figure 6, Settlement Agreement – Area for Potential Development, for the entire conservation boundaries. In 2014, March JPA placed the southern 141.237 acres under a conservation easement currently managed by the Rivers and Lands Conservancy. The Project proposes to place the remaining approximately 445.05 acres of undisturbed land surrounding the Development Area,<sup>2</sup> referred to as the Conservation Area, under a conservation easement, consistent with prior determinations made as part of the CBD Settlement Agreement. An additional 87.7 acres of open space is available for the dedication of a conservation easement located between the Project site’s southern boundary and Van Buren Boulevard.

The Conservation Area would provide a buffer of at least 300 feet on all sides of the Development Area, with a larger buffer to the south and east of the Development Area. In addition, the Conservation Area includes the two bunkers that would be preserved for potential ongoing historical preservation or ongoing reuse. As previously noted in Section 1.3.2.1, Development Area, to further protect the Conservation Area the Project proposes three open space areas, including an additional 30-foot-wide landscaped buffer on the proposed parcels to the north, west, south, and southeast of the Development Area. The currently existing service roads within the Conservation Area, as depicted by the red lines on Figure 6, may continue to be utilized by the public for passive recreation as authorized by the March JPA, but public vehicular access would be prohibited.

### 1.3.3 Requested Approvals and Entitlements

To facilitate Project approval, the following approvals and entitlements would be required.

**General Plan Amendment.** The Project proposes to amend the site’s General Plan Land Use designations as follows:

- Increase Parks/Recreation and Open Space (P/R/OS) from approximately 122 gross acres to 453.7 gross acres.<sup>3</sup>
- Eliminate approximately 622.5 gross acres of Business Park designated property.
- Eliminate approximately 63 gross acres of Industrial designated property.
- Adopt the Meridian West Upper Plateau Specific Plan (SP-9) on approximately 351.0 gross acres, approving a mix of Business Park, Industrial, Mixed Use, Public Facility, Streets, Parks, and Open Space land uses.

<sup>2</sup> This acreage includes the 15-acre water quality area, in addition to 10 acres shown as developable area, in Figure 6.

<sup>3</sup> A total of 8.62 acres within the 453.7 gross acres consists of streets located within the Conservation Area.



- Amend the General Plan from Business Park to Public Facility on 2.9 acres to accommodate an existing water storage tank operated by WMWD.

In addition, the approximately 445-acre Conservation Area will be recorded. The amendment would modify the General Plan Land Use Plan, Table 1-1 (March JPA Planning Build Out); Exhibit 2-1, Transportation Plan; and Exhibit 2-3, Transportation Road Systems (March JPA 1999). The amendment to the Transportation Element of the General Plan will incorporate the following changes:

- Extend Cactus Avenue west to Barton Street.
- Extend Barton Street from Alessandro Boulevard to Barton Drive.
- Extend Brown Street from Alessandro Boulevard to Cactus Avenue.
- Add Arclight Drive, Linebacker Drive, Bunker Hill Drive, and Airman Drive.

**Specific Plan.** The Project proposes adoption of Specific Plan SP-9 consistent with applicable requirements in California Government Code Sections 65450–65457 and March JPA Development Code Chapter 9.13 containing development standards, design guidelines, infrastructure master plans, maintenance responsibilities, phasing schedule, and implementation procedures necessary to develop the Project site consistent with the requested General Plan Amendment designations. The proposed Specific Plan will address land uses, zoning, and design guidelines.

The proposed land uses within Specific Plan SP-9 include the following:

- 43.08 acres of Mixed Use
- 66.35 acres of Business Park
- 143.34 acres of Industrial
- 28.86 acres of streets and roadways<sup>4</sup>
- 10 acres of developed Parks/Recreation/Open Space
- 64.46 acres of undeveloped Parks/Recreation/Open Space
- 3.53 acres of Public Facilities

Total gross acreage = 359.62.

**Zoning Designation.** The Project site has not previously been given a zoning designation; therefore, the Project proposes zoning consistent with the requested General Plan Amendment and Specific Plan designations of Mixed Use, Business Park (BP), Industrial (IND), Parks/Recreation/Open Space (P/R/OS), and Public Facilities for the site.

**Plot Plan.** Concurrent with the General Plan and Zoning Amendments, the Specific Plan, and the Tentative Tract Map, Plot Plan approval is required to construct an approximately 1,330,000-square-foot industrial building on 59.55 acres, a 550,000-square-foot industrial building on 27.58 acres, and a 10.00-acre park with two small parking lots for recreational users to access the larger open space area.

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<sup>4</sup> Included in this area are 8.62 acres of streets and roadways that are within the Specific Plan but not within the General Plan.



## 1.4 California Environmental Quality Act Compliance

This Initial Study has been prepared in conformance with Sections 15063 and 15064 of the CEQA Guidelines (14 CCR 15000 et seq.) and the March JPA Local CEQA Guidelines. The purpose of the Initial Study Checklist/Environmental Evaluation is to identify any potentially significant impacts associated with the proposed Project, and to document the forthcoming intended analysis in an EIR. March JPA is the lead agency responsible for the review and approval of the proposed Project.

CEQA establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed, and the extent and types of impacts that the project and its alternatives would have on the environment should the project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the Notice of Preparation (NOP) for the proposed Project was published on November 19, 2021, in the Press Enterprise, concurrent with the release of the Notice of Preparation and the Initial Study for public review. The baseline for a project is typically the physical environmental conditions that exist in the vicinity of a project and on the project site when the NOP is published (14 CCR Section 15125[a][1]). The existing setting within and adjacent to the Project site is discussed in Section 1.3.1, Project Location. The NOP states that an EIR will be prepared. The NOP was sent to the Office of Planning and Research and each responsible and trustee agency and was filed with the Riverside County Clerk.

## 1.5 Other Discretionary Approvals

The following additional discretionary permits and approvals *may* be necessary as part of Project approval:

- State Water Resources Control Board (SWRCB) – A National Pollutant Discharge Elimination System Construction General Permit (permit registration documents include a Stormwater Pollution Prevention Plan [SWPPP])
- Regional Water Quality Control Board, Santa Ana Region – 401 Water Quality Certification or a Waste Discharge Requirement Permit from the Regional Water Quality Control Board (401 certification is needed if a U.S. Army Corps of Engineers Section 404 permit is needed)
- U.S. Army Corps of Engineers – A Jurisdictional Determination to identify and locate the boundaries of jurisdictional waters of the United States on the Project site, and, if jurisdictional waters are impacted, a permit pursuant to Section 404 of the Clean Water Act
- California Department of Fish and Wildlife – A 1602 Streambed Alteration Agreement

## 1.6 Public Review Process

Once the lead agency releases the NOP and the Initial Study, the public has 30 days to provide the lead agency with written comments on the proposed Project (14 CCR 15082[b]). During the 30-day review period, pursuant to CEQA Guidelines Section 15082(c), an open house scoping meeting will be held at 6:00 p.m. to 7:30 p.m. on December 8, 2021, at the Western Municipal Water District Training Room, First Floor, Room 120, located at 14205 Meridian Parkway, Riverside, California 92518. The written comments received on the NOP during the public comment period, as well as those written comments received at the scoping meeting, will be considered and included in the Draft EIR.

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## 2 Environmental Checklist Form

1. **Project title:**  
West Campus Upper Plateau Project
2. **Lead agency name and address:**  
March Joint Powers Authority  
14205 Meridian Parkway, Suite 140  
Riverside, California 92518
3. **Contact person and phone number:**  
Dan Fairbanks, Planning Director  
Main: 951.656.7000
4. **Project location:**  
See Section 1.3.1, Project Location.
5. **Project sponsor's name and address:**  
Meridian Park West, LLC  
Attn: Timothy Reeves  
1156 North Mountain Avenue  
Upland, California 91785
6. **General plan designation:**  
Business Park (BP) and Park/Recreation/Open Space (P/R/OS)
7. **Zoning:**  
Existing: No Zoning Designation  
Proposed: Mixed Use, Business Park (BP), Industrial (IND), Parks/Recreation/Open Space (P/R/OS), Public Facilities
8. **Description of project:**  
See Section 1.3.2, Project Components.
9. **Surrounding land uses and setting:**  
See Section 1.3.1, Project Location.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**  
See Section 1.5, Other Discretionary Approvals.
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In accordance with Assembly Bill 52 and Senate Bill 18, March JPA will conduct government-to-government consultation with Native American tribes. Results of the consultation process will be included in the EIR prepared for the proposed Project.

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# 3 Environmental Determination

## Determination (by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

November 18, 2021  
Date

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# 4 Initial Study Checklist

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards and Hazardous Materials
<input checked="" type="checkbox"/> Hydrology and Water Quality	<input checked="" type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Population and Housing	<input checked="" type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Utilities and Service Systems	<input checked="" type="checkbox"/> Wildfire	<input checked="" type="checkbox"/> Mandatory Findings of Significance

## Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they

reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - d. The significance criteria or threshold, if any, used to evaluate each question; and
  - e. The mitigation measure identified, if any, to reduce the impact to less than significance.

## 4.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project have a substantial adverse effect on a scenic vista?***

Potentially Significant Impact. According to Exhibit 5-4, Scenic Corridors/Gateway, of the March JPA General Plan, the areas from the Project site looking east and northeast of the March JPA planning area toward the San Bernardino, San Jacinto, and Box Spring Mountains are designated as scenic vistas (March JPA 1999). The Project site contains existing development and previously disturbed land, and most of the Conservation Area consists of open space and undeveloped land. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on a scenic vista.

However, buildout of the proposed Development Area would involve the development of a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels surrounding two Industrial parcels, a park/open space area with two small adjacent parking lots, two smaller open space areas, and a smaller park for recreational users. Although east of the Development Area are existing industrial developments, the maximum height of the proposed buildings are unknown at this time and therefore additional information is needed to determine whether the proposed Project would have a substantial adverse effect on a scenic vista. A Specific Plan (SP-9) is currently being prepared for the proposed Project that would include design specifics as well as development standards, including maximum height of the proposed development facilities, and procedures necessary to develop the Project site

consistent with the requested General Plan Amendment designations. Until the Specific Plan is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on scenic resources. The Development Area is located on a primarily vacant/previously developed lot. According to the California Department of Transportation (Caltrans) California Scenic Highway Program, no officially designated or eligible state scenic highways are located adjacent to or near the Project site (Caltrans 2021). Therefore, implementation of the proposed Project would not damage scenic resources within a state scenic highway. No impact would occur, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

**c) *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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

**Potentially Significant Impact.** The Project site is located in a non-urbanized area, per the Southern California Association of Governments Region U.S. Census Urbanized Areas map (SCAG 2017). The Project site is visible from public vantage points along adjacent and nearby roadways, including Alessandro Boulevard and I-215, respectively. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on the existing visual character or quality of public views of the site and its surroundings.

Although the Development Area is surrounded by existing development and consists of former military bunkers, barbed-wire/chain-link security fencing, a water storage tower, other facilities associated with a military weapons storage facility, and previously disturbed land, the Development Area is overgrown. Therefore, the buildout of the Development Area may change the overall visual character of the site. Additional information is needed to determine whether buildout of the proposed Development Area would have a substantial adverse effect to the overall visual character of the site. A Specific Plan is currently being prepared for the proposed Project that would include design specifics as well as development standards and procedures necessary to build out the Development Area consistent with the requested General Plan Amendment designations. Until the Specific Plan is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**Potentially Significant Impact.** Currently, the sources of nighttime light and glare are from the residential developments to the north, west, and south of the Project site, as well as from the existing industrial buildings to the east. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are



anticipated as part of this action, the conservation easement would not create a new source of light or glare. Although the Development Area consists of previously disturbed land with existing development, including the bunkers, water tower, and connecting dirt roadways, there are no operating light sources on the site. Buildout of the proposed Development Area would add additional lighting to the area through the construction and operation of new industrial, business, and mixed-use facilities within the Development Area. The nearest residential area is located approximately 300 feet north of the Development Area. While buildout of the proposed Development Area has the potential to add additional light and glare to the area, development of the proposed facilities within the Development Area would be required to comply with Sections 9.08.100 (Lighting) and 9.10.110 (Light and Glare) of the March JPA Development Code. Compliance with these regulations would reduce light and glare impacts, however additional information is needed to determine whether the proposed Project would have a substantial adverse effect to daytime or nighttime views in the area. A Specific Plan is currently being prepared for the proposed Project that would include design specifics as well as development standards and procedures necessary to develop the Project site consistent with the requested General Plan Amendment designations. Until the Specific Plan is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. Per the State of California Department of Conservation Farmland Mapping and Monitoring Program, the Project site is located within areas designated as Farmland of Local Importance; however, the Project site is not located within an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2018a). The site is designated as “Urban and Built Up Land,” “Vacant or Disturbed Land,” and “Non-Irrigated Farmland” per the California Important Farmland Finder for Riverside County (DOC 2018a). The Project site is located within March JPA’s land use jurisdiction, adjacent to March ARB, and is not currently used for farming or agricultural activities. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action and the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed Project.

**b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The Project site and surrounding area does not encompass agricultural resources or land under a Williamson Act contract. The March JPA General Plan designates the site as Business Park (BP) and Park/Recreation/Open Space (P/R/OS) (March JPA 1999). As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action and the Project site does not contain agricultural land, no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed Project.

**c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

No Impact. The Project site is designated Business Park (BP) and Park/Recreation/Open Space (P/R/OS) under the March JPA General Plan, which does not allow for timberland production. In addition, there are no forest lands on or in the vicinity of the Project site. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species.

As no physical changes are anticipated as part of this action and the Project site does not contain forest land, no impact would occur. Therefore, this issue will not be further analyzed in the EIR prepared for the proposed Project.

**d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

**No Impact.** As discussed in Section 4.2(c), there are no forest lands on or in the vicinity of the Project site. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

**e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

**No Impact.** As described in Sections 4.2(a) and 4.2(b), no portion of the Project site is located within existing agricultural areas, nor would implementation of the proposed Project result in any impacts to ongoing agricultural operations or the conversion of farmland to non-agricultural use. The Project site is designated Business Park (BP) and Park/Recreation/Open Space (P/R/OS) under the March JPA General Plan (March JPA 1999) and is surrounded by residential and industrial development. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action and the Project site does not contain farmland and/or forest land, the proposed Project would not result in the conversion of existing farmland or forest land to non-agricultural or non-forest uses. In addition, the proposed Project would not result in the loss of any forest land, nor would it conflict with any zoning provisions for either agriculture or forest land and timberland. No impact would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

### 4.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**III. AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. The Project site is located within the South Coast Air Basin, under the jurisdiction of the South Coast Air Quality Management District, which is principally responsible for air pollution control. The South Coast Air Quality Management District has adopted a series of Air Quality Management Plans to meet the state and federal ambient air quality standards. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not conflict with or obstruct an air quality plan.

However, construction and operation of the proposed Development Area could result in criteria pollutant emissions, and additional analysis is necessary to determine whether the Development Area would conflict with or obstruct implementation of the applicable air quality plan. As such, an air quality technical study is being prepared for the proposed Development Area to assess potential conflicts with applicable air quality plans. Until the air quality technical study is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in an increase of any criteria pollutant. However, buildout of the Development Area could result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of activities, the equipment used, and for dust, the prevailing weather conditions. During operations, the proposed Development Area would introduce new sources of emissions. Thus, the proposed Project has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the region is in non-attainment under federal or state ambient air quality standards. Until the air quality technical study is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**c) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not expose sensitive receptors to pollutant concentrations. However, construction and operation of the proposed Development Area has the potential to create air emissions in quantities that could violate air quality standards. The closest sensitive receptors (single-family residences) are located approximately 300 feet north of the Development Area. Although these sensitive receptors are buffered from the site by the Conservation Area, further analysis is required to determine whether the proposed Project would expose sensitive receptors to substantial pollutant concentrations. As such, exposure of nearby sensitive receptors to substantial pollutant concentrations will be evaluated as part of the air quality technical study and health risk assessment being prepared for the Project. The studies will analyze whether the proposed Project would expose sensitive receptors to substantial pollutant concentrations during both construction and operation. Until these studies are provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

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

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not expose sensitive receptors to pollutant concentrations. However, odors from vehicles and/or equipment exhaust emissions would be generated during buildout of the proposed Development Area. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and to architectural coatings associated with building painting during construction. Sensitive receptors who could be subjected to these odors would include residences to the north, west, and south of the Project site. Therefore, impacts associated with odors during construction would be potentially significant.

Land uses and industrial operations that are typically associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding operations. Once constructed, the proposed Development Area would include the operation of industrial buildings that may require the operation of heavy equipment. These activities could generate odors in the general vicinity of the Project site. Although operation of the Industrial, Business, Mixed Use, and Public Facilities would not by itself generate odors, the ancillary uses that the facilities would serve could generate odors that would have the potential to adversely affect people working or residing in the general vicinity of the Project site. Until the air quality technical study is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse 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 the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project have a substantial adverse 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 the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Potentially Significant Impact. Surrounded by existing development, the Project site consists of previously disturbed land with some existing development. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. Although the proposed Project would include a Conservation Area of approximately 445 acres of undisturbed

land surrounding the Development Area, consistent with prior determinations made as part of the CBD Settlement Agreement, the Development Area could contain candidate, sensitive, or special-status plant and wildlife species. Additional information is needed to determine whether construction and operation of the proposed Development Area could directly or indirectly (e.g., through habitat modification) result in impacts to species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. A biological technical report is being prepared to address these resources. Until the biological technical report is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Potentially Significant Impact. Surrounded by existing development, the Project site consists of previously disturbed land with some existing development. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. Although the proposed Project would include a Conservation Area of approximately 445 acres of undisturbed land surrounding the Development Area, consistent with prior determinations made as part of the CBD Settlement Agreement, the Development Area could contain riparian habitat and/or other sensitive natural communities. Additional information is needed to determine whether construction and operation of the proposed Development Area could have a substantial adverse effect on a sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. A biological technical report is currently being prepared for the proposed Project. Until the biological technical report is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Potentially Significant Impact. Surrounded by existing development, the Project site consists of previously disturbed land with some existing development. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not remove and/or fill state or federally protected wetlands. Conversely, buildout of the proposed Development Area has the potential to affect state and/or federally protected wetlands. Therefore, a biological technical report is being prepared for the proposed Project to address the presence of protected wetlands and whether the proposed Project would have a substantial adverse effect on this resource. Until the biological technical report is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.



- d) ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Potentially Significant Impact. The Project site consists of previously disturbed land with some existing development. The proposed Project would include a Conservation Area of approximately 445 acres of undisturbed land surrounding the Development Area, consistent with prior determinations made as part of the CBD Settlement Agreement, as well as two wildlife crossings along Cactus Avenue that would provide connections for wildlife movement within the Conservation Area located along the east side of the proposed Project site. However, buildout of the Development Area, which may serve as an existing wildlife corridor, could substantially interfere with movement of a native wildlife species. Until the biological technical report is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species consistent with prior determinations made as part of the CBD Settlement Agreement. A biological technical report is being prepared for the proposed Development Area to address whether buildout of the Development Area would conflict with any local policies or ordinances protecting biological resources. Until the biological technical report is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- f) ***Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

Potentially Significant Impact. The Project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (County of Riverside 2003). However, March JPA is not a Permittee to the Western Riverside County MSHCP and thus is not required to have its projects reviewed by the Regional Conservation Authority, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service to determine consistency with the Western Riverside County MSHCP. Because March JPA is not a Permittee, any requirements specific to the MSHCP Reserve Assembly (i.e., conservation requirements) are not applicable to the proposed Project. Although the site was not located in the plan area of the Riverside County Habitat Conservation Authority 1996 Stephens' Kangaroo Rat Habitat Conservation Plan (Riverside County Habitat Conservation Agency 1996), the CBD Settlement Agreement requires conservation of Stephens' Kangaroo Rat habitat while allowing for the development of portions of the March Stephens' Kangaroo Rat Management Area/March ARB west campus where the Project site is located (March JPA 2012).

Although March JPA is not a Permittee to either of the regional Habitat Conservation Plans mentioned above, pursuant to CEQA, the proposed Project must still demonstrate that there would be no conflicts with either Habitat Conservation Plan. All federally and state-listed plant and wildlife species, as well as candidate and sensitive species and species of special concern, and their associated sensitive habitats

would be addressed in compliance with all applicable regulations. In addition, any riparian, riverine, and wetland features would be addressed consistent with applicable regulations.

A biological technical report is being prepared that will address the existing biological resources present on the Project site, potential impacts to these resources, and any applicable mitigation for impacts to these resources. The biological technical report will also address any conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan, if applicable. As such, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not change the significance of a historical resource. However, because the construction of the proposed Development Area would include ground-disturbing activities, a cultural resources technical report is being prepared for the proposed Project that will identify potential impacts to historical resources and properties under CEQA and Section 106 of the National Historic Preservation Act. A California Historical Resources Information System records search for the Project site and a 1-mile radius will be conducted at the Eastern Information Center to identify any previously recorded cultural resources that may be located within the search area. The California Native American Heritage Commission (NAHC) will also be contacted for a review of its Sacred Lands File. In addition, an intensive-level pedestrian survey of the Development Area will be conducted to identify any observed cultural resources, including prehistoric and historic archaeological resources and potential historic built-environment resources, such as the former munitions bunkers and culverts. The analysis of impacts to historical resources, along with the potential for feasible mitigation measures, requires additional analysis. Until the cultural resources technical report is provided and potential



mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

**Potentially Significant Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not change the significance of an archaeological resource. However, because buildout of the Development Area would result in ground-disturbing activities that could result in the discovery of unknown archaeological resources within the Project impact area, a cultural resources technical report is being prepared for the proposed Project that will identify potential impacts to archaeological resources. The Senate Bill 18 consultation process will be initiated by March JPA with the NAHC-listed tribes for the Project provided by the NAHC response. In addition, in accordance with Assembly Bill 52, agency-to-agency consultation by March JPA will be conducted by sending a formal notice to inform California Native American tribes that have requested such notice of a project application within a geographic area with which the tribe is traditionally and culturally affiliated. Until the cultural resources technical report is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

**Potentially Significant Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not disturb any human remains. The proposed Development Area is previously disturbed land with existing development. In the unlikely event that human remains are discovered, state and local laws require that the County Coroner be notified. California Public Resources Code Section 5097.98 addresses the disposition of Native American burials in archaeological sites, and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. The proposed Project will be required to comply with California Public Resources Code Section 5097.98 should any unknown human remains be discovered during site disturbance. In addition, Sections 7050.5, 7051, 7052, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains and the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures. As such, it is anticipated that through the inclusion of appropriate mitigation measures and compliance with state and local laws in the event that human remains are discovered, impacts would be less than significant. However, because this topic is related to other topics that will be included in the cultural resources technical report currently being prepared for the proposed Project, impacts related to this topic are considered potentially significant for the purpose of this Initial Study. Therefore, this topic will be carried forward for further analysis in the EIR.

## 4.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Energy</b> – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in the consumption of energy. However, construction and operation of the proposed Development Area would result in the consumption of energy resources, and additional information is needed to determine if such energy usage would be wasteful, inefficient, or unnecessary. An energy assessment report is being prepared for the proposed Project that will identify potential impacts regarding energy use. Until the energy assessment report is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. However, construction and operation of the proposed Development Area would result in the consumption of energy resources, and additional information is needed to determine whether such energy usage would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. An energy assessment report is being prepared for the proposed Project that will identify potential impacts regarding energy use. Until the energy assessment report is provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS – Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

Less Than Significant Impact. The nearest fault zone, the San Jacinto Fault zone, is located approximately 10 miles east of the Project site (DOC 2018b). As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in the rupture of a fault. However, construction of the proposed Development Area would be required to meet California Building Code standards. In addition, March JPA would review and approve the plans and specifications of the proposed Development Area to ensure compliance with the provisions of the California Building Code and Title 24 of the California Code of Regulations (California Building Standards Code; Title 24), which regulates building standards. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable. Because the Project site is not within an Alquist-Priolo Earthquake Fault Zone, pursuant to the California Department of Conservation's Fault Activity Map of California (DOC 2018b), and given that the proposed Project is required to comply with the provisions of the California Building Code and Title 24, the potential for exposing people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known Alquist-Priolo earthquake fault is low. Therefore, a less than significant impact is expected, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

ii) ***Strong seismic ground shaking?***

Potentially Significant Impact. The Project site is located in tectonically active Southern California. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. Because no physical changes are anticipated as part of this action, the conservation easement would not result in impacts related to seismic ground shaking. However, the proposed Project has the potential to be exposed to strong seismic ground shaking and additional information is required to determine whether impacts would be potentially significant, or whether impacts may be mitigated through standard construction procedures. As such, a geotechnical investigation is being prepared for the proposed Project that will assess potential impacts related to strong seismic ground shaking. Until the results of the geotechnical investigation are provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

iii) ***Seismic-related ground failure, including liquefaction?***

Potentially Significant Impact. According to Figure S-3 (Generalized Liquefaction) of the County of Riverside General Plan Safety Element, the Project site is located within a moderate to low liquefaction susceptibility area (County of Riverside 2019). As part of the Project, the Conservation

Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in seismic-related ground failure. However, within the proposed Development Area the potential for seismic-related ground failure, including liquefaction, exists. A geotechnical investigation is being prepared for the proposed Project to address potential liquefaction impacts. Until the geotechnical investigation is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

***iv) Landslides?***

**Less Than Significant Impact.** The Project site and surrounding area are relatively flat. According to Figure S-4 of the County of Riverside General Plan Safety Element, the Project site is not located on, adjacent to, or near an earthquake-induced slope instability or landslide area (County of Riverside 2019). As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in landslides. In addition, the proposed Development Area would undergo staff review by March JPA to ensure that grading activities would not be subject to, or result in, landslides. Therefore, a less than significant impact is expected, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

***b) Would the project result in substantial soil erosion or the loss of topsoil?***

**Less Than Significant Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in soil erosion. However, construction activities such as excavation and grading of the Development Area may have the potential to cause short-term soil erosion or the loss of topsoil. Short-term erosion effects during construction of the proposed Development Area would be minimized through implementation of a Stormwater Pollution Prevention Plan (SWPPP) as required in compliance with the National Pollutant Discharge Elimination System program, and through incorporation of best management practices intended to reduce soil erosion. A SWPPP will be prepared for the proposed Project by March JPA to comply with the National Pollutant Discharge Elimination System program. The SWPPP is required by the March JPA during plan review and approval of the proposed Development Area improvement plans. The SWPPP may include standard construction methods, such as temporary detention basins, to control on-site and off-site erosion. With implementation of an approved SWPPP, impacts resulting from soil erosion or loss of topsoil would be minimized. Therefore, a less than significant impact is expected, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

***c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

**Potentially Significant Impact.** Refer to Sections 4.7(a)(i) through 4.7(a)(iv) regarding the risk of strong seismic shaking, lateral spreading, landslides, subsidence, and liquefaction. No physical changes are anticipated as part of the conservation easement for the Conservation Area; however, the proposed

Development Area could consist of unstable soils, and additional information is needed to determine whether impacts would be significant. A geotechnical investigation is being prepared for the proposed Project to assess potential impacts related to geologic instability. Until the results of the geotechnical investigation are provided and potential mitigation measures are identified, as appropriate, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Potentially Significant Impact. Soil characteristics within the Project site are currently unknown; therefore, the site could be located on expansive soil. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not impact expansive soils. Additional information is needed to determine whether buildout of the proposed Development Area would result in a potentially significant impact regarding expansive soils. A geotechnical investigation is being prepared for the proposed Project, and until the results of the geotechnical investigation are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. Implementation of the proposed Project would not result in the need for a septic tank or alternative wastewater disposal system. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species, which would not impact the use of wastewater disposal systems. The proposed Development Area would connect to an existing sewer system and would not involve other alternative wastewater disposal methods. No impacts would occur, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

**f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not destroy a paleontological resource. However, construction of the proposed Development Area would result in ground-disturbing activities on vacant but previously disturbed portions of the Development Area, which could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, if present on site. Additional information is needed to determine whether impacts could be potentially significant; therefore, a paleontological resource report is being prepared for the proposed Project. Until the paleontological resource report is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS</b> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not generate greenhouse gases (GHGs). However, construction and operation of the proposed Project would generate GHG emissions, and additional information is needed to determine if the proposed Project could directly or indirectly have a significant impact on the environment.

Assumptions regarding construction equipment to be used during each activity during construction of the proposed Development Area are shown in Table 3. Although the site-specific construction fleet may vary due to specific needs at the time of construction, the construction equipment noted in Table 3 is generally based on CalEEMod 2020.4.0 defaults.

**Table 3. Construction Equipment Assumptions**

Activity	Equipment	Number	Hours Per Day	Horsepower	Load Factor
<b>Phase 1</b>					
Site preparation	Crawler tractors	3	8	212	0.43
	Rubber-tired dozers	5	8	247	0.40
Grading	Crawler tractors	3	8	212	0.43
	Excavators	7	8	158	0.38
	Graders	2	8	187	0.41
	Rubber-tired dozers	2	8	247	0.40
	Scrapers	3	8	367	0.48



**Table 3. Construction Equipment Assumptions**

Activity	Equipment	Number	Hours Per Day	Horsepower	Load Factor
<b>Phase 2</b>					
Site preparation	Crawler tractors	3	8	212	0.43
	Rubber-tired dozers	5	8	247	0.40
Building construction	Cranes	2	8	231	0.29
	Crawler tractors	3	8	212	0.43
	Forklifts	6	8	89	0.20
	Generator sets	2	8	84	0.74
	Welders	2	8	46	0.45
Paving	Pavers	4	8	130	0.42
	Paving equipment	4	8	132	0.36
	Rollers	4	8	80	0.38
Architectural coating	Air compressors	2	8	78	0.48

**Note:** In order to account for fugitive dust emissions associated with site preparation and grading activities, crawler tractors were used in lieu of tractors/loaders/backhoes.

A GHG emissions analysis is being prepared for the proposed Project. The analysis will use the equipment assumptions in Table 3, along with the construction activity duration estimates included in Tables 1 and 2 in Section 1.3.2.1, to estimate annual GHG emissions. Until the GHG emissions analysis is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

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

**Potentially Significant Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not generate conflict with any applicable GHG reduction plans, policies, or regulations. However, construction and operation of the proposed Development Area would generate GHG emissions, and additional information is needed to determine whether the proposed Project could conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing GHG emissions; therefore, a GHG emissions analysis is being prepared for the proposed Project. Until the GHG emissions analysis is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.



## 4.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As implementation of this action would not include transportation, use, or disposal of hazardous materials, the conservation

easement would not have a substantial adverse effect on the public or the environment related to hazardous materials.

However, information is needed to determine whether buildout of the proposed Development Area could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during removal of the bunkers. In addition, information is also needed to determine whether operation of the proposed Project could create a significant hazard to the public and/or the environment. A Phase I Environmental Site Assessment (ESA) is being prepared for the proposed Development Area. If the Phase I ESA determines there is a potential for hazardous materials to be present in the sub-surface of the Project site, then a Phase II ESA will be prepared, which will evaluate the presence or absence of hazardous materials through the testing of soils within the Development Area.

March JPA Development Code Section 9.08.090 requires that Commercial, Office, and Industrial uses that receive, utilize, store, transport, or dispose of hazardous waste in quantities exceeding 500 pounds at one time shall have access to sewer and freeways and shall keep such materials at least 2,000 feet from residential areas. The March JPA Development Code, along with California Health and Safety Code Section 25505, would require the applicant to provide the Riverside County Fire Department (RCFD) and the Riverside County Environmental Health and Hazardous Materials Management Branch with a list of hazardous materials to be used at the site, a description of where and how each of these materials is stored, and how each material reacts in a fire. Placards or other appropriate signage shall be placed on all buildings in which hazardous materials or wastes are stored. Section 9.08.090 of the March JPA Development Code prohibits discharge of hazardous wastes into the air, land, or into water resources within the March JPA planning area and requires the preparation of a hazardous materials and waste management plan for any commercial and industrial uses that create, utilize, store, or treat hazardous materials or waste. The plan shall be subject to approval by the March JPA Planning Director, RCFD, and the Riverside County Health and Hazardous Materials Management Branch; shall undergo review by the Riverside County Sheriff's Department; and shall outline source reduction, treatment, handling, transportation, disposal, emergency response, and employee training methods. Further, uses that involve hazardous waste shall implement the best available technology for on-site pre-treatment and reduction of hazardous wastes, whenever feasible (March JPA 2016). Additionally, County of Riverside Ordinance 651.5 requires disclosure when businesses handle hazardous materials and the acquisition of a permit issued by the Department of Environmental Health for any owner or operator of a business where hazardous materials are handled. The proposed Project would also be subject to the California Occupational Safety and Health Administration Process Safety Management (PSM) program for chemicals designated as highly hazardous, which is based on the federal Occupational Safety and Health Administration program. In many instances, facilities subject to both the Risk Management Plan (RMP) and PSM requirements prepare a combined document (PSM/RMP) that addresses the requirements of these closely associated programs.

However, until the Phase I ESA and Phase II ESA are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**b) *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?***

Potentially Significant Impact. The proposed Project site includes two former military cleanup sites: Site 25, Munitions Residual Burial Site (previously known as Site 11), and Site 3, Landfill No. 5. These sites were identified during the Installation Restoration Program Records Search (Records Search) conducted by CH2M Hill for March AFB in 1984. The Records Search rated each site using the U.S. Air Force Hazard Assessment Rating Methodology (HARM). The HARM system considered four aspects of a hazard posed by a specific site: (1) the receptors of the contamination, (2) the waste and its characteristics, (3) potential pathways for waste contaminant migration, and (4) any efforts to contain the contaminants. Site 25 occupied an area of approximately 15 acres, a portion of which crossed over Landfill No. 5, and was used pre-1960 for munitions disposal. During the Records Search, the site did not receive a HARM rating as it was assumed that residues were relatively inert (CH2M Hill 1984). Site 25 was closed on May 12, 2004 (SWRCB 2021).

Landfill No. 5 occupied an area of approximately 23 acres and was used from 1954 to 1974 for the disposal of household and dumpster waste, construction debris, and military waste from the former base. The contaminants of concern for Landfill No 5. included volatile organic compounds, pesticides, polychlorinated biphenyls, polycyclic aromatic hydrocarbons, and munitions residues (SWRCB 2021). During the Records Search, the site received a HARM rating score of 64 (CH2M Hill 1984); however, the site was restored and was reported as closed on February 3, 1997 (SWRCB 2021).

As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on the public in relation to the release of hazardous materials.

However, buildout of the proposed Development Area would involve removal of existing bunkers and the construction and operation of Industrial, Business, Mixed Use, and Public Facilities. Any applicable permits would be obtained prior to removal of the bunkers currently in the Development Area. Furthermore, disposal of the demolished materials would comply with applicable regulations. Thus, the associated uses that would occur as a result of implementing the proposed Project could result in upset and accident conditions involving the release of hazardous materials into the environment. Additional information is needed to determine whether the proposed Project could create a significant hazard to the public. As noted in Section 4.9(a), a Phase I ESA and, if needed, a Phase II ESA are being prepared for the proposed Project. Until the Phase I ESA and, if prepared, a Phase II ESA are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

No Impact. The closest schools to the Project site, Benjamin Franklin Elementary School and Amelia Earhart Middle School, are located south of the Project site in the Orangecrest neighborhood. The Benjamin Franklin Elementary School is located approximately 0.8 miles south of the Project site and the Amelia Earhart Middle School is located approximately 1 mile south of the Project site; therefore, Project site is not

located within 0.25 miles of an existing or proposed school. No impact would occur, and this topic will not be further evaluated in the EIR prepared for the proposed Project.

- d) ***Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. California Government Code Section 65962.5 combines several regulatory lists of sites that may pose a hazard related to hazardous materials or substances. The Department of Toxic Substances Control's EnviroStor database and SWRCB's GeoTracker database identify sites that have known contamination or sites for which there may be reasons to investigate further. According to the GeoTracker database, the Project site is not located on a site with known contamination (SWRCB 2021). In addition, according to the EnviroStor database, the Project site is not located on a hazardous materials site (DTSC 2021). Therefore, no impact would occur, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Potentially Significant Impact. The Project site is located within the March ARB Land Use Plan and is in the C1 Primary Approach/Departure Zone and C2 Compatibility Zones, which requires approval from the Airport Land Use Commission due to the site's proximity to the March Inland Port Airport. The C1 Zone is subject to high to moderate noise and moderate accident potential risk.

The C2 Zone is subject to moderate noise and a moderate to low accident potential risk. The land uses prohibited within the C1 Zone include hazards to flight, children's schools, hospitals, places of assembly, and noise-sensitive outdoor uses. The land uses prohibited within the C2 Zone include hazards to flight (such as tall objects) and noise-sensitive outdoor non-residential uses (such as stadiums, concert halls, and drive-in theaters, with special caution for nature preserves). Construction and operation of the proposed Development Area would have the potential to expose employees and nearby residents to safety hazards and excess noise due to the proximity of businesses and residences to the Project site. As such, a noise technical study is being prepared to assess potential impacts related to increased noise levels due to the proposed Project. Until the noise technical study is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- f) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. March JPA adopted a Disaster Preparedness and Recovery Plan in the Safety/Risk Management Element of the General Plan (March JPA 1999). This plan outlines the implementation programs needed to prevent risks to occupants and to minimize injury from an unavoidable disaster or emergency. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on an emergency response plan.

Entrances to the Development Area would be located along the north, south, and east sides of the Development Area. The north and south entrances would be accessed via Barton Street, which would be extended to connect from Alessandro Boulevard to Barton Drive as part of Project construction. The entrance to the east of the Project site would be located along Cactus Avenue, approximately 1 roadway mile west of the I-215/Cactus Avenue on-/off-ramp. The Project would also have an additional access point to the north via Brown Street, which the Project would extend southwards to connect from Alessandro Boulevard to the new extension of Cactus Avenue. In addition, buildout of the Development Area would include the construction of Arclight Drive, Airman Drive, and Bunker Hill Drive, which would provide access to the various parcels within the Development Area. Truck routes are proposed along Cactus Avenue to I-215, as well as along Arclight Drive, Airman Drive, and Bunker Hill Drive (Figure 5). Truck routes would be prohibited along the Barton Street extension through the development of a roundabout at the Cactus Avenue and Airman Drive intersection that would include signs deterring trucks from accessing Barton Street from Cactus Avenue. All roadways constructed as part of the Development Area would provide access for passenger and emergency vehicles. Furthermore, by extending Barton Street, Brown Street, and Cactus Avenue, buildout of the proposed Development Area would increase the connectivity between the existing residential communities to the north, west, and south, as well as the industrial development to the east.

An access driveway to the site would be provided on Cactus Avenue and Brown Street. According to the March JPA General Plan's Transportation Element, Cactus Avenue and Brown Street are classified as Major Arterial roadways, which provide access to I-215 to the east. Brown Street connects to Alessandro Boulevard (Arterial Highway) to the north, which then connects to I-215 to the east (March JPA 1999). The proposed site plan, including the access driveways, would be reviewed and approved by March JPA, the Riverside County Police Department, and RCFD during plan review to ensure that emergency access would be provided at all times. Any potential impacts created by buildout of the proposed Development Area would be mitigated to a level of less than significant with implementation of the Disaster Preparedness and Recovery Plan programs within the General Plan. Therefore, impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

***g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

**Potentially Significant Impact.** As indicated in the County of Riverside General Plan Safety Element Figure S-11 (County of Riverside 2019) and according to the Map My County – Riverside County database (County of Riverside 2021), the Project site is within a High Fire Hazard Severity Zone (HFHSZ). As a result, the proposed Project could have the potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, until further information is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. This topic will be analyzed in the EIR prepared for the proposed Project.

## 4.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on water quality. However, because the Development Area consists of previously disturbed



land with some existing development and has a vegetated, pervious surface, buildout of the proposed Development Area would substantially increase the amount of impervious surface within the site. The addition of impervious surfaces within the Development Area could result in increased runoff and could violate water quality standards or waste discharge requirements or substantially degrade surface water or groundwater quality. The analysis of water quality and waste discharge requirements pertaining to surface water and groundwater quality requires additional analysis. As such, several studies are being prepared that will evaluate hydrology, water quality, and groundwater. Until these analyses are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, impacts related to surface water and groundwater quality will be analyzed in the EIR prepared for the proposed Project.

**b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on groundwater. However, because the Development Area consists of previously disturbed land with some existing development and has a vegetated, pervious surface, buildout of the proposed Development Area would increase the amount of impervious surface on the site. It is unknown at this time whether the Project proposes to extract groundwater; regardless, the increase in impervious surfaces could interfere with groundwater recharge and sustainability. As such, several studies are being prepared that will evaluate groundwater recharge. Until these analyses are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

**i) *Result in substantial erosion or siltation on or off site?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on the existing drainage. However, buildout of the proposed Development Area has the potential to modify the existing drainage pattern of the site by removal of the existing bunkers and by constructing a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels surrounding two Industrial parcels, a park/open space area with two small adjacent parking lots, two smaller open space areas, and a smaller park for recreational users where pervious landscapes and minimal structures currently exist. The analysis of drainage pattern impacts relative to erosion and siltation requires additional analysis; as such, several studies are being prepared that will cover erosion and siltation impacts. Until these analyses are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

***ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have substantially increase the rate of flooding. Buildout of the proposed Development Area has the potential to substantially increase the rate or amount of surface runoff within the Project site by constructing impervious surfaces, including a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels surrounding two Industrial parcels, an open space area with two small parking lots, two smaller open space areas, and a small park for recreational users, where no structures or impervious landscapes currently exist. The analysis of an increase in the rate of surface water runoff coming from the Development Area requires additional study. As such, several studies are being prepared that will evaluate surface water runoff as it relates to flooding on and off site. Until these analyses are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

***iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not create runoff water. However, buildout of the Development Area has the potential to create or contribute to runoff water that could exceed the capacity of the stormwater drainage systems or provide substantial additional sources of polluted runoff. The Development Area is previously disturbed land that is primarily vacant, and consists of a pervious landscape; thus, any new additional impervious surfaces constructed within the Development Area could increase the rate at which stormwater runoff exits the site, which could result in runoff amounts that exceed the capacity of the existing stormwater infrastructure. Because buildout of the Development Area would include the construction of Industrial, Business Park, Mixed Use, and Public Facility parcels where no structures or impervious landscapes currently exist, the proposed Project could result in a significant impact related to surface water runoff. The analysis of an increase in the rate of surface water runoff coming from the Project site requires additional study. As such, several studies are being prepared that will evaluate the potential for the proposed Project to create or contribute to runoff water that could exceed drainage infrastructure capabilities or result in additional sources of polluted runoff. Until these analyses are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

***iv) Impede or redirect flood flows?***

Potentially Significant Impact. The Project site is not located within a Federal Emergency Management Agency (FEMA) mapped Special Flood Hazard Area subject to inundation by the 1% annual chance flood. However, the site is located within Zone D (areas in which flood hazards are undetermined, but possible) on FEMA Flood Insurance Rate Map 06065C0740G (FEMA 2008). As



part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not impede or redirect flood flows. However, additional information is needed to determine whether there are existing drainage features traversing the Development Area. A hydrology/drainage study is currently being prepared for the Development Area to evaluate the potential for the proposed Project to impede or redirect flood flows. Until additional information is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

**Potentially Significant Impact.** The Project site is located approximately 37 miles east of the Pacific Ocean and 6.7 miles northwest of Lake Perris. Due to the distances between the Project site and these water bodies, there is no risk of release of pollutants due to tsunami or seiche.

As indicated in Section 4.10(c)(iv), the Project site is not located in a FEMA-designated 100-year floodplain but is within a designated Zone D, which includes areas where flood hazards are undetermined, but possible. The risk of flooding that would specifically result in the release of pollutants due to Project inundation may be minimal. However, until additional information is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

**Potentially Significant Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not conflict with a water quality control plan or sustainable groundwater management plan. However, because buildout of the proposed Development Area would involve the construction of new buildings, create new impervious surfaces, involve off-pavement construction operations, and require ground-disturbing activities, it has the potential to conflict with existing water quality or groundwater management plans. Additional analysis is required to determine whether buildout of the proposed Development Area would conflict with such plans. As such, several studies are being prepared that will evaluate whether the proposed Development Area has the potential to conflict with or obstruct implementation of an applicable water quality control plan or sustainable groundwater management plan. Until these analyses are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project physically divide an established community?***

**Less Than Significant Impact.** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not physically divide an established community. The proposed Development Area would be located within approximately 360 acres of the 808-acre Project site within the March JPA planning area. The previously disturbed Development Area is surrounded to the north, west, and south by residential developments, and to the east by industrial developments. The Project site is located within the boundaries of the March ARB Redevelopment Project and has been designated for Business Park (BP) and Park/Recreation/Open Space (P/R/OS) in the March JPA General Plan prepared for the site in 1999. As previously described in Section 1.3.3, Requested Approvals and Entitlements, a General Plan Amendment is currently being prepared to redesignate the site’s land. The Project proposes to redesignate the site’s land uses on the General Plan Land Use Map to Mixed Use, Business Park, Industrial, Parks/Recreation/Open Space, and Public Facilities. The Development Area would therefore connect the residential communities to the north, west, and south, as well as the industrial area to the east. Therefore, the Project would not divide an established community and impacts would be less than significant, and this impact will not be analyzed in the EIR prepared for the proposed Project.

**b) *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?***

**Potentially Significant Impact.** As shown on Figure 2 and described in Section 4.11(a), the Project site’s land use designation is Business Park (BP) and Park/Recreation/Open Space (P/R/OS). The entire site is not yet zoned per the March JPA Zoning Map, as shown on Figure 3. As previously stated, the proposed Project includes a General Plan Amendment that is currently being prepared to redesignate the site’s land uses to Mixed Use, Business Park, Industrial, Parks/Recreation/Open Space, and Public Facilities. A Specific Plan is also currently being prepared to develop the Project site consistent with the requested General Plan Amendment designations. In addition, a Zoning Amendment is being prepared to make the zoning consistent with the General Plan Amendment and Specific Plan designations.

Regarding airport land use compatibility regulations, the Project site is within the boundaries of the March ARB/Inland Port Airport Land Use Compatibility Plan (ALUCP) and March ARB Air Installations Compatible Use Zones (AICUZ) study area. The Project site is in the C1 compatibility zone, which is designated as a Moderate to High Noise Zone. The Project site is also located in the C2 compatibility zone, which is a designated Moderate Noise Zone, as identified under the March ARB/Inland Port ALUCP (Riverside County ALUC 2014). The C1 zone is subject to moderate to high noise impact, and the C2 zone is subject to a moderate noise impact, which may be disruptive to noise-sensitive land uses. Industrial land uses are an allowed use within this zone, per Table MA-2 of the ALUCP. In addition, the site is within the 60-decibel community noise equivalent level (60 dBA CNEL) noise contour zone, as identified in the ALUCP and AICUZ (Riverside County ALUC 2014; Air Force Reserve Command 2018). Industrial land uses are an allowable use within this noise contour per the AICUZ and ALUCP.

Although it is not anticipated that the conservation easement would conflict with the provisions of land use documents, additional information is needed to determine whether the Project Site in its entirety would conflict with the provisions of any land use plan, policy, or regulation. Until the General Plan Amendment, Specific Plan, and Zoning Amendment are provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**No Impact.** According to Figure OS-6 of the County of Riverside General Plan Multipurpose Open Space Element, the Project site is located within the Mineral Resource Zone 3 (MRZ-3), which is classified as an area where the significance of mineral deposits is undetermined (County of Riverside 2015). The Project site’s land use designation is Business Park and Park/Recreation/Open Space; however, a General Plan Amendment is being prepared to redesignate the site’s land uses as Mixed Use, Business Park, Industrial, Parks/Recreation/Open Space, and Public Facilities. This land use designation does not allow for mining activities (March JPA 2016). In addition, the site is surrounded by residential and industrial land uses in the local vicinity that would be incompatible with a mining operation on the site. Furthermore, the

conservation easement would not result in any physical changes. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or residents of the state. There would be no impacts related to this topic, and this issue will not be analyzed in the EIR prepared for the proposed Project.

**b) *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

No Impact. As discussed in Section 4.12(a), the Project site is not designated as a locally important mineral resource recovery site. Furthermore, the conservation easement would not result in any physical changes. Therefore, the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan. There would be no impacts related to this topic, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

## 4.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE – Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Aircraft operations (i.e., aircraft landings and/or takeoffs) at the March Inland Port Airport between 10:00 p.m. and 6:59 a.m. that could expose people within the March Inland Port Airport’s vicinity to a significant risk of sleep disturbance due to noise, as based on a single event noise exposure level analysis?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) ***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 local general plan or noise ordinance, or applicable standards of other agencies?***

***Potentially Significant Impact.*** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect related to the generation of ambient noise. However, the proposed Development Area would involve construction and operation of a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels surrounding two Industrial parcels, an open space area with two small adjacent parking lots, two smaller open space areas, and a small park for recreational users. Therefore, buildout of the proposed Development Area could result in the generation of construction noise leading to an increase in ambient noise levels in the vicinity of the Project site. The operational aspects of the proposed Development Area could result in the increase of ambient noise levels within the Project vicinity. As such, a noise technical study is being prepared to assess potential impacts related increased noise levels due to the proposed Project. Until the noise technical study is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- b) ***Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

***Potentially Significant Impact.*** As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not result in vibration or increased noise levels. However, construction of the proposed Development Area would involve earthwork and ground-disturbing activities that could result in temporary groundborne vibration and noise. A noise technical study is being prepared that will analyze the level of vibration and groundborne noise associated with the construction activities associated with the Development Area. Until the noise technical study is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

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

***Potentially Significant Impact.*** The proposed Project would occur within the March Airport Influence Area Boundary and would therefore be subject to the March ARB/Inland ALUCP. The Project site is located within the C1 Moderate to High Noise Zone and the C2 Moderate Noise Zone as identified in the March ARB/Inland ALUCP and is identified as an area subject to moderate to high noise impacts (Riverside County ALUC 2014). As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not expose people residing or working in the Project area to excessive noise levels. However, buildout of the proposed Development Area could expose employees or visitors to the Development Area to increased noise levels. The nearest residential area is located approximately 300 feet north of the Development Area, which is within Zone D of the March ARB/Inland ALUCP. Zone D is identified as an area subject to a moderate to low noise impact (Riverside County ALUC 2014). A noise technical study is being prepared and will analyze the

potential for workers and residents to be exposed to excessive noise levels as a result of implementing the proposed Project. Until the noise technical study is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- d) *Aircraft operations (i.e., aircraft landings and/or takeoffs) at the March Inland Port Airport between 10:00 p.m. and 6:59 a.m. that could expose people within the March Inland Port Airport's vicinity to a significant risk of sleep disturbance due to noise, as based on a single event noise exposure level analysis?*

No Impact. The proposed Project includes a Conservation Area and Development Area, neither of which involve aircraft operations. Therefore, no impact would occur, and this impact will not be analyzed in the EIR prepared for the proposed Project.

## 4.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not induce population growth.

The proposed Development Area would not involve development of housing; however, once the Development Area has been built out, operation of the proposed Development Area is anticipated to generate permanent employment opportunities. According to the Southern California Association of Governments Growth Forecast provided in the adopted 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, referred to as Connect SoCal, employment is anticipated to grow from 76,100 in 2016 to 139,600 by 2045 in unincorporated Riverside County (SCAG 2020a). Employment



growth throughout Riverside County, including incorporated cities, is anticipated to grow from 743,000 in 2016 to 1,103,000 by 2045 (SCAG 2020b).

The number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. The Conservation Area does not contain housing and therefore will not result in the displacement of existing people or housing. Buildout of the Development Area would also not displace existing people or housing because the Development Area does not contain existing housing. No impact would occur, and this issue will not be further evaluated in the EIR prepared for the proposed Project.

## 4.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

v) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
vi) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
vii) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
viii) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ix) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

***Fire protection?***

Potentially Significant Impact. The proposed Project would be served by the Riverside County Fire Department (RCFD). The closest RCFD station to the Project site is Station 11, Orange Crest Fire Station

(19595 Orange Terrace Parkway, Riverside), which is approximately 0.7 miles southwest of the Project site. Additional fire stations serving the Project site include Station 65, in the City of Moreno Valley; Station 1, located in the City of Perris; Station 6, located in the City of Moreno Valley; Station 8, located in Woodcrest in unincorporated Riverside County; and Station 9, located in the City of Riverside.

As part of standard development practices, prior to construction, Project plans would be reviewed by RCFD, and the proposed Development Area would be required to incorporate RCFD's recommendations into the final development plans. RCFD's review and approval of plans would ensure that the proposed Project complies with the California Fire Code (24 CCR, Part 9). The proposed Development Area would be required to install fire safety devices, such as fire alarms and zoned fire sprinkler systems, to improve emergency-related problems for the proposed development. The proposed Project is subject to the payment of a development impact fee related to fire protection. The proposed Project's development impact fee amount for fire protection facility fees is determined based on Ordinance No. JPA 15-01 (March JPA 2015). The payment of these fees would provide funding for capital improvements such as land and equipment purchases, and fire station construction.

The number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses in the proposed Development Area would be similar to the existing development to the east of the Project site, it is unknown whether the Development Area would result in substantial population growth within the RCFD's jurisdiction that would burden existing fire services. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

#### ***Police protection?***

**Potentially Significant Impact.** The proposed Project would be served by the Riverside County Sheriff's Department. The closest police station to the Project site is the Riverside County Sheriff's Department (22850 Calle San Juan De Los Lagos, Moreno Valley, California 92553), located approximately 2 miles east of the site. The proposed Project is subject to the payment of a development impact fee for criminal justice public facilities. The proposed Project's development impact fee amount for criminal justice public facility fees is determined based on Ordinance No. JPA 15-01 (March JPA 2015). The payment of these fees would provide funding for capital improvements, such as land and equipment purchases, and criminal justice facility construction.

The number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar to the existing development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would burden existing police protection services. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.



***Schools?***

Potentially Significant Impact. Although the proposed Project does not include plans to develop housing, the number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar to the existing development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would burden existing schools. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

***Parks?***

Potentially Significant Impact. The proposed Project would involve construction and operation of Industrial, Business, Mixed Use, and Public Facilities, as well as two park areas, with no plans to develop housing. The number of jobs generated by the proposed Development Area is unknown; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar to the existing development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would burden existing parks. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

***Other public facilities?***

Potentially Significant Impact. The number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar to the existing development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would burden other public facilities. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Potentially Significant Impact. The number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar to the existing development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would increase the use of existing neighborhood or regional parks or other recreational facilities. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Potentially Significant Impact. The number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar to those in the existing development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would increase the use of existing neighborhood or regional parks or other recreational facilities.

However, buildout of the proposed Development Area includes the development of three open space areas (a larger open space area and two smaller open space areas) and a small recreation park area. The small recreation park area would be approximately 10.00 acres and would be located directly north of the larger open space area. The small recreation park area would include park amenities such as a playground, picnic area, and exercise stations. The larger open space area would be approximately 50.00 acres and would

consist of trails for recreational users. Two parking small parking areas would be located on the eastern edge of the larger open space area to provide access for park users. The first smaller open space area would be approximately 11.38 acres and would be located directly north of the four Business Park parcels. The second smaller open space area would be 22.47 acres and would be located south of Bunker Hill Drive, between one of the Mixed Use parcels and the two Business Park parcels, as well as along the southern perimeter of the proposed Development Area from Barton Street to Cactus Avenue. The open space parcels would provide a further buffer for the Conservation Area.

In addition, the Project proposes to redesignate 445 acres of land as Open Space consistent with prior determinations made as part of the CBD Settlement Agreement. A General Plan Amendment is currently being prepared to redesignate a portion of the Project site to Open Space to meet the criteria in the CBD Settlement Agreement. In addition, the Conservation Area provides a buffer of at least 300 feet on all sides of the proposed development, with a larger buffer to the south and east. Furthermore, to further protect the Conservation Area, the Project proposes three open space areas, including an additional 30-foot-wide landscaped buffer on the proposed parcels to the north, west, south, and southeast of the development. The CBD Settlement Agreement allows for the Conservation Area to be managed for its wildlife value for sensitive species. The CBD Settlement Agreement also allows for the public to use the recreation area for passive recreation only, as authorized by the March JPA. However, public vehicular access would be prohibited (March JPA 2012).

Although the proposed Project includes a Conservation Area, three open space areas, and a recreational park, the number of jobs generated by the proposed Development Area is unknown at this time; therefore, population growth induced by the proposed Development Area is also currently unknown. Although land uses associated with the proposed Development Area would be similar the development to the east of the Project site, it is unknown whether buildout of the Development Area would result in substantial population growth that would require the construction or expansion of additional recreational areas. Until the number of jobs generated by the proposed Development Area is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION</b> – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have an adverse effect on the circulation system. However, construction of the proposed Development Area would result in temporary impacts to traffic. Operation of the proposed Development Area would result in increased traffic in the area because new land uses would be added to a site that was previously disturbed and has some existing development. Project-generated traffic is currently unknown, and additional traffic could result in conflicts with programs, plans, ordinances, or policies addressing the circulation system. Traffic impacts will need to be analyzed for consistency with state and regional plans and policies, including the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020a). Therefore, a traffic impact analysis is being prepared for the proposed Development Area that will identify any potential impacts associated with consistency with applicable programs, plans, and policies regarding transit, roadway, bicycle, and pedestrian facilities. Until the traffic impact analysis is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

**b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not conflict with a congestion management program. However, construction of the proposed Development Area would result in temporary impacts to traffic. Operation of the proposed Development Area would result in increased traffic in the area because new traffic-generating land uses would be added to a site that was previously disturbed and has some existing development. Project-generated traffic would also result in increased vehicle miles traveled (VMT). Traffic impacts will need to be analyzed for consistency with CEQA Guidelines Section 15064.3(b) concerning VMT; thus, a VMT analysis is being prepared for the proposed Development Area that will identify any potential conflicts or inconsistencies with the requirements of CEQA Guidelines Section 15064.3. Until the VMT analysis is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- c) ***Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less Than Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not increase hazards due to design features.

Regional access to the Development Area is provided via I-215, with local access provided via Cactus Avenue, Brown Street, and Barton Street. The proposed Development Area includes a roundabout at the intersection of Cactus Avenue and Airman Drive, as well as signage, to deter trucks from accessing Barton Street. The proposed vehicular access point and circulation outside/inside the Development Area, including the proposed parking lots, would be reviewed and approved by March JPA's planning and engineering staff. The Development Area does not include any non-standard design features, nor does it have any hazardous elements. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

- d) ***Would the project result in inadequate emergency access?***

Less Than Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have an adverse effect on emergency access.

The proposed Development Area consists of previously disturbed land with some existing development. Access to the Development Area would be achieved through the extension of Cactus Avenue, Brown Street, and Barton Street. Access to the Development Area would be designed according to March JPA standards and all applicable emergency access standards. Through March JPA's site plan review, March JPA would ensure that the proposed air freight cargo facility meets code requirements related to emergency access. Impacts would be less than significant, and this issue will not be further analyzed in the EIR prepared for the proposed Project.

## 4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on a tribal cultural resource.

In accordance with Assembly Bill 52 and Senate Bill 18, agency-to-agency consultation by March JPA would be conducted by sending a formal notice to inform California Native American tribes that have requested such notice of a project application within a geographic area with which the tribe is traditionally and culturally affiliated to identify potential impacts to a tribal cultural resource, as defined in Public Resources Code Section 21074. Input received during consultation with the tribes would be considered throughout the environmental document preparation process. However, because consultation with tribes is currently being initiated, additional information is needed to determine whether the proposed Project could result in

a significant impact to tribal cultural resources. Furthermore, a cultural resources technical study is being prepared that will include the results of a records search and field investigation. Until the information described above has been provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Potentially Significant Impact. In accordance with Assembly Bill 52 and Senate Bill 18, agency-to-agency consultation by March JPA would be conducted by sending a formal notice to inform California Native American tribes that have requested such notice of a project application within a geographic area with which the tribe is traditionally and culturally affiliated to identify potential impacts to a tribal cultural resource, as defined in Public Resources Code Section 21074. Tribal consultation input would be considered throughout the environmental document preparation process. However, because consultation with tribes has not concluded, additional information is needed to determine whether the proposed Project could result in a significant impact. Until consultation has concluded and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be further discussed and analyzed in the EIR prepared for the proposed Project.

## 4.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not require or result in new or expanded utility facilities. However, buildout of the proposed Development Area would result in new development on a site that consists of previously disturbed land with some existing development. As such, the proposed Development Area would increase the intensity of uses on the site, resulting in increased use of water, wastewater treatment, electric power, natural gas, and telecommunication systems. Furthermore, the proposed Development Area would result in an increase in impervious areas. An increase in runoff from impervious surface can cause alterations to drainage courses, requiring new or expanded stormwater drainage systems. Additional information is needed to determine how many jobs the Project would generate during operation. However, it is assumed that implementation of the proposed Project would require construction of new water and wastewater connections to connect to WMWD’s water and wastewater collection and treatment systems. Buildout of the proposed Development Area includes a WMWD sewer lift station facility along the east side of the Development Area. In addition, due to site topography, wastewater service and connections for the park sites may be served by the City of Riverside. Due to the size of the proposed Development Area and the potential for the Development Area to require water and to generate wastewater in quantities beyond those currently handled by WMWD’s or the City of Riverside’s service infrastructure, potentially significant impacts could result. Therefore, impacts are considered potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

**b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

Potentially Significant Impact. As discussed in Section 4.19(a), no physical changes are anticipated as part of the conservation easement; however, the proposed Development Area would increase the intensity of uses on the Project site, resulting in increased water use. Buildout of the proposed Development Area would require construction of new water connections to connect to WMWD’s water distribution system. Due to the size of the proposed Development Area and the potential for the proposed Development Area to



require water in quantities beyond those currently handled by WMWD’s service infrastructure, potentially significant impacts could result. Therefore, impacts are considered potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

- c) ***Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?***

Potentially Significant Impact. As discussed in Section 4.19(a), no physical changes are anticipated as part of the conservation easement; however, the proposed Development Area would increase the intensity of uses on the Project site, resulting in increased wastewater generation. As such, buildout of the proposed Development Area would require the construction of new wastewater connections to connect to WMWD’s and the City of Riverside’s wastewater collection and treatment system. Due to the size of the proposed Development Area and the potential for the proposed Development Area to generate wastewater in quantities beyond those currently handled by WMWD’s and the City of Riverside’s service infrastructure, potentially significant impacts could result. Therefore, impacts would be potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

- d) ***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?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not generate solid waste. However, construction of the proposed Development Area would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Operation of the proposed Development Area would result in an increase in intensity of uses in the Development Area, which would likely be associated with increased generation of solid waste. Therefore, impacts would be potentially significant, and this topic, including any applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

- e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Potentially Significant Impact. As discussed in Section 4.19(d), the conservation easement would not generate solid waste; however, buildout of the proposed Development Area would result in the generation of solid waste during construction and operations. Therefore, impacts would be potentially significant, and this topic, and applicable mitigation measures, will be further analyzed in the EIR prepared for the proposed Project.

## 4.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

**Less Than Significant Impact.** March JPA adopted a Disaster Preparedness and Recovery Plan within the Safety/Risk Management Element of the General Plan (March JPA 1999). This plan outlines the implementation programs needed to prevent risks to occupants and to minimize injury from an unavoidable disaster or emergency. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. As no physical changes are anticipated as part of this action, the conservation easement would not have a substantial adverse effect on an emergency response or evacuation plan.

Any potential impacts created by buildout of the proposed Development Area would be less than significant with implementation of the Disaster Preparedness and Recovery Plan programs within the General Plan. Entrances to the Project site would be located along the north, south, and east sides of the Project site. The north and south entrances would be accessed via Barton Street, which would be extended to connect from Alessandro Boulevard to Barton Drive as part of Project construction. The entrance to the east of the Development Area would be located along Cactus Avenue, approximately 1 roadway mile west of the I-215/Cactus Avenue on-/off-ramp. The Development Area would also have an additional access point to

the north via Brown Street which the Project would extend southward to connect from Alessandro Boulevard to the new extension of Cactus Avenue.

An access driveway to the site would be provided on Cactus Avenue and Brown Street. According to the March JPA General Plan's Transportation Element, Cactus Avenue and Brown Street are classified as Major Arterial roadways, which provides access to I-215 to the east. Brown Street connects to Alessandro Boulevard. According to the March JPA General Plan's Transportation Element, Cactus Avenue and Brown Street are classified as Major Arterial roadways, which provide access to I-215 to the east. Brown Street connects to Alessandro Boulevard (Arterial Highway) to the north, which then connects to I-215 to the east (March JPA 1999). The proposed site plan for the Development Area would be reviewed and approved by March JPA, the police department, and the fire department during plan review to ensure that emergency access would be provided at all times. Therefore, implementation of the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and this topic will not be further analyzed in the EIR prepared for the proposed Project.

- b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Potentially Significant Impact. The proposed Project is located within a High Fire Hazard Severity Zone (HFHSZ) (CAL FIRE 2017). Thus, there is the potential that the proposed Project could exacerbate wildfire risks, exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Until further information is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Potentially Significant Impact. As part of the Project, the Conservation Area would be placed under a conservation easement to be managed for its wildlife habitat value for sensitive species. At this time, it is unknown whether physical changes, such as fuel breaks, are anticipated as part of this action. Buildout of the proposed Development Area would require the installation or maintenance of new infrastructure such as roads, emergency water sources, power lines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Additional information is needed to determine whether the proposed Project could exacerbate fire risk. A Specific Plan is currently being prepared for the proposed Project. Until the Specific Plan is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Potentially Significant Impact. As shown in the County of Riverside General Plan Safety Element, Figure S-11, the Project site is within an HFHSZ (CAL FIRE 2017). In addition, the conservation easement would

not involve any changes to the land. Thus, the proposed Project would have the potential to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes within or near a local or state responsibility area or very high fire hazard severity zone. In addition, the Project site is located within Zone D (areas in which flood hazards are undetermined, but possible) on FEMA Flood Insurance Rate Map 06065C0740G (FEMA 2008), and there may be existing drainage features traversing the site. Until further information is provided and potential mitigation measures are identified, as necessary, impacts are considered potentially significant. Therefore, this topic will be analyzed in the EIR prepared for the proposed Project.

## 4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Potentially Significant Impact. As discussed in Section 4.4, Biological Resources, buildout of the proposed Development Area has the potential to impact sensitive vegetation communities and habitat for special-status wildlife. Furthermore, as discussed in Section 4.5, Cultural Resources, buildout of the proposed Development Area could result in potentially significant impacts to cultural resources. A biological technical report is being prepared to identify whether the proposed Development Area would substantially reduce the habitat of wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. A cultural resources report is also being prepared to evaluate whether the proposed Development Area would result in adverse impacts to historic or archaeological resources. Until the information described above has been provided and potential mitigation measures are identified, as necessary, impacts would be considered potentially significant. Therefore, these topics will be analyzed in the EIR prepared for the proposed Project.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Potentially Significant Impact. Buildout of the proposed Development Area has the potential to result in significant impacts that could cause cumulatively considerable impacts when viewed in connection with the effects of past, current, or probable future projects. Until the various studies mentioned in Section 4.21(a) are provided and mitigation measures are identified, as necessary, impacts would be considered potentially significant. Therefore, cumulative impacts will be analyzed in the EIR prepared for the proposed Project.

- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

Potentially Significant Impact. As described throughout this document, Project implementation could result in potentially significant adverse effects on human beings. The analysis of the proposed Project’s potential for environmental effects that can cause substantial adverse effects on human beings requires additional study; therefore, these impacts would be considered potentially significant until they can be fully analyzed in the EIR.

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# 5 References and Preparers

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## 5.2 List of Preparers

Nicole Cobleigh, Senior Project Manager  
Wendy Worthey, Project Manager  
Chelsea Ohanesian, Environmental Analyst  
Laurel Porter, Senior Technical Editor  
Scott Graff, Technical Editor  
Carrie Kubacki, GIS Specialist  
Felisa Pugay, Publications Specialist



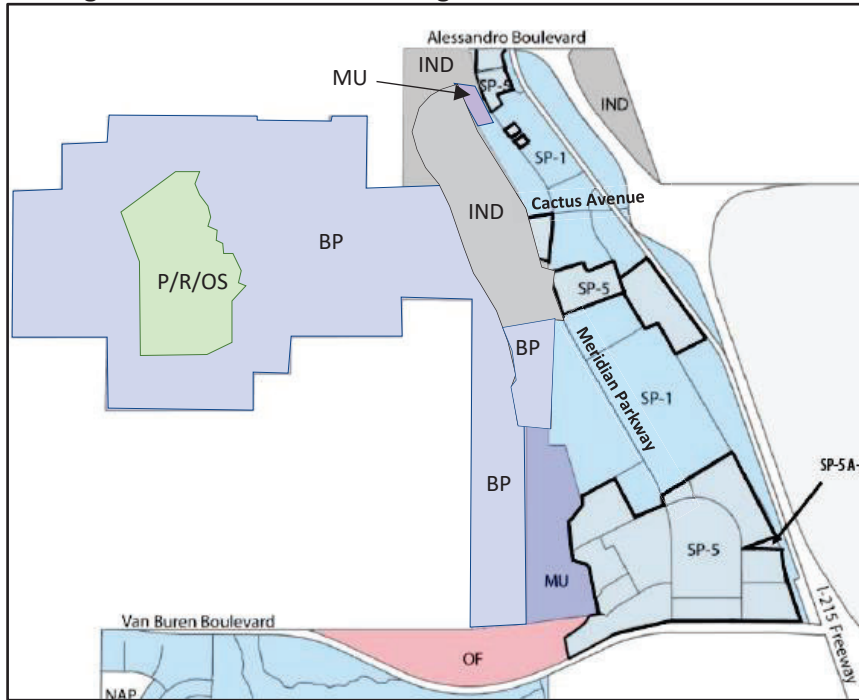




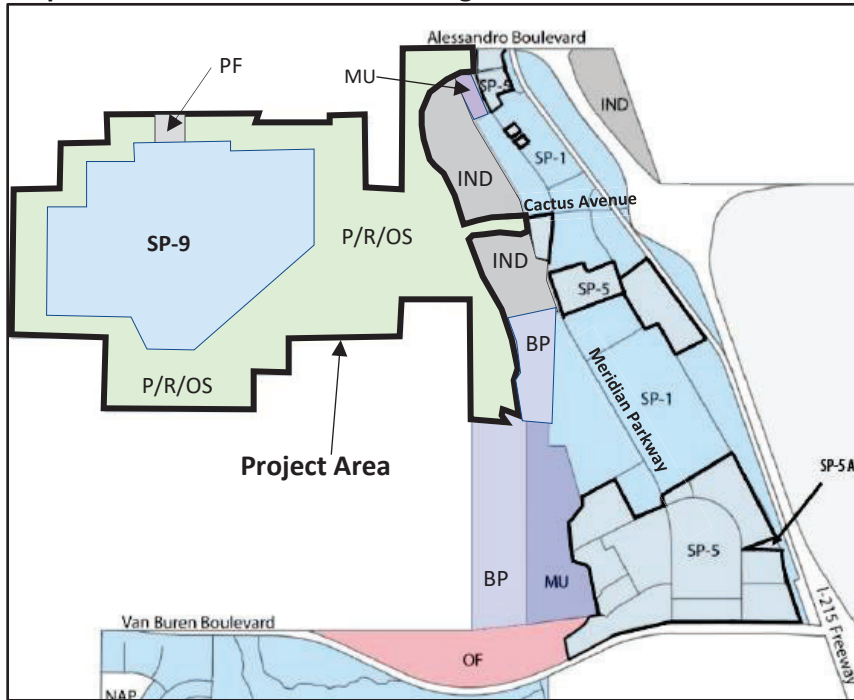
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**Existing General Plan Land Use Designations**



**Proposed General Plan Land Use Designations**



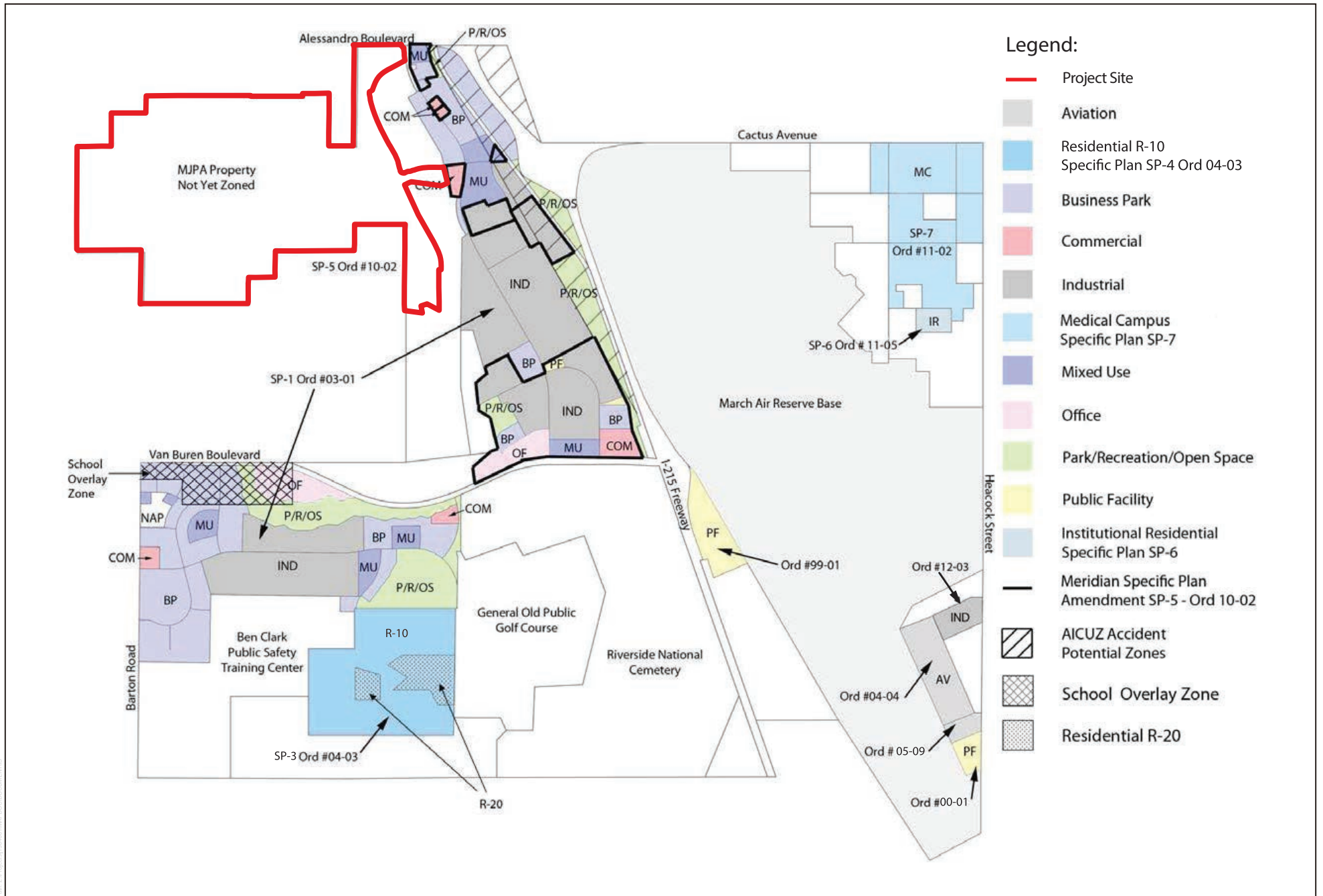
SOURCE: March Joint Powers Authority (2017-10-06)

**FIGURE 2**

March JPA General Plan Existing and Proposed Land Use Designations

West Campus Upper Plateau Project

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SOURCE: March Joint Powers Authority (2014-03-24)

**FIGURE 3**  
 March JPA Zoning Designations  
 West Campus Upper Plateau Project

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LAND USE LEGEND	
MIXED USE:	43.08 AC
BUSINESS PARK:	66.35 AC
INDUSTRIAL:	143.34 AC
STREETS:	28.86 AC
PUBLIC FACILITIES:	3.53 AC
PARK:	10.00 AC
OPEN SPACE:	64.46 AC
NET DEVELOPABLE:	359.62 AC
PUBLIC FACILITY - EXISTING	2.87 AC
OPEN SPACE - CONSERVATION	445.05 AC
GROSS ACREAGE:	807.54 AC



**WEST CAMPUS  
UPPER PLATEAU**  
MERIDIAN PARK LLC

**LAND USE  
PLAN**



Office of Architectural Design

RGA PROJECT NO: 21039.01  
DATE: 10/14/21  
CAD FILE NAME: 21039-00-A1-11  
DRAWN BY: CS

15231 Alton Parkway, Suite 100  
Irvine, CA 92618  
T 949-341-0920  
FX 949-341-0922

SOURCE: RGA 2021



FIGURE 4

Project Site Plan

West Campus Upper Plateau Project



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**LAND USE LEGEND**

MIXED USE:	43.08 AC
BUSINESS PARK:	66.35 AC
INDUSTRIAL:	143.34 AC
STREETS:	28.86 AC
PUBLIC FACILITIES:	3.53 AC
PARK:	10.00 AC
OPEN SPACE:	64.46 AC
NET DEVELOPABLE:	359.62 AC
PUBLIC FACILITY - EXISTING	2.87 AC
OPEN SPACE - CONSERVATION	445.05 AC
GROSS ACREAGE:	807.54 AC

**Truck Routes**

- Current MJPA Truck Routes
- Proposed Upper Plateau Truck Routes
- Local Traffic Only - No Trucks Permitted
- Outside of MJPA Boundaries

SOURCE: RGA 2021

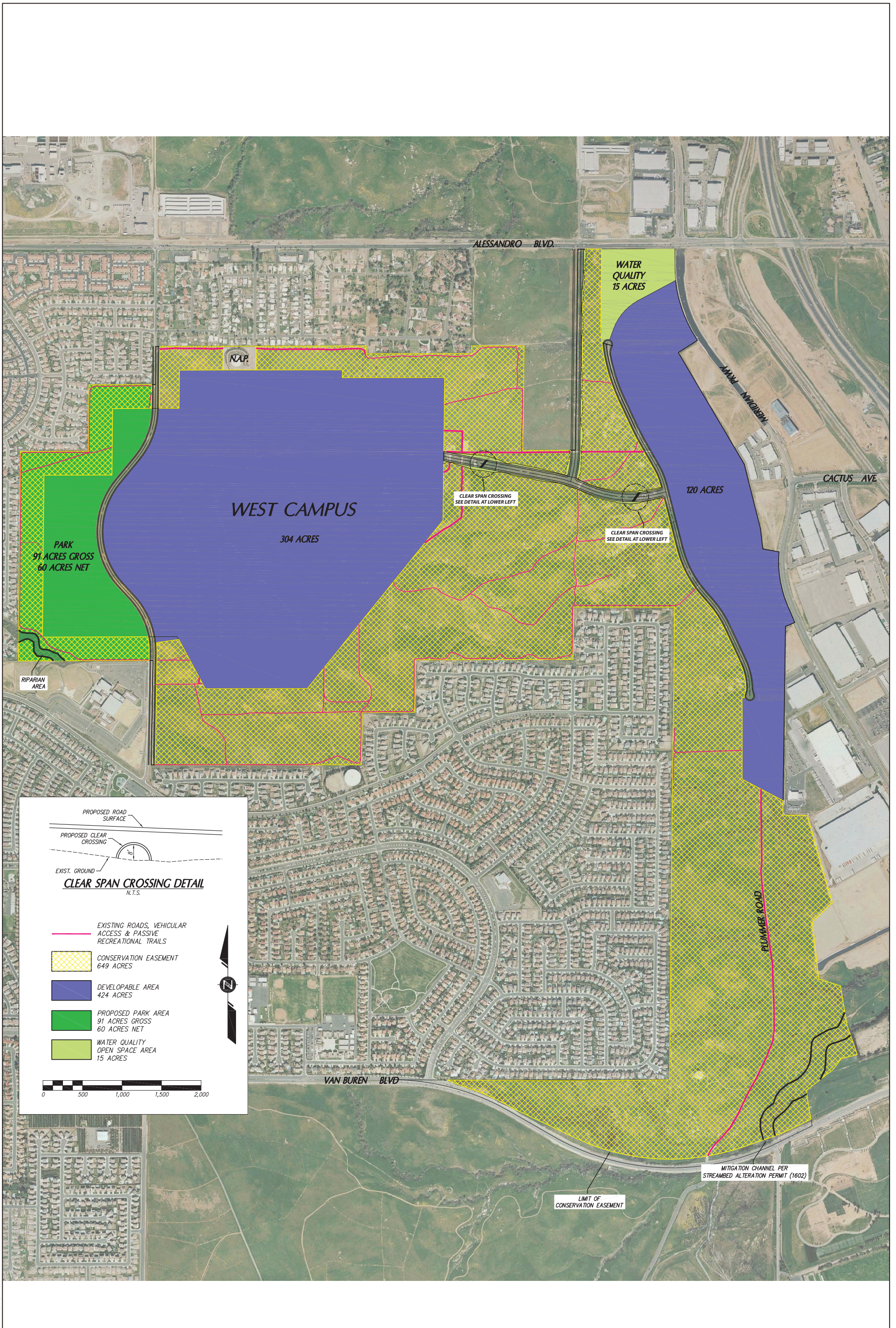


**FIGURE 5**  
Proposed Truck Routes  
West Campus Upper Plateau Project



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SOURCE: K&A Engineering 2012



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**From:** Vega, Jaqueline <JaVega@RIVCO.ORG>  
**Sent:** Tuesday, November 23, 2021 10:37 AM  
**To:** Dan Fairbanks  
**Cc:** Rull, Paul  
**Subject:** West Campus Upper Plateau Project  
**Attachments:** ALUC\_Application\_2019\_2\_28\_19\_1.pdf

Hello Mr. Fairbanks,

Thank your transmitting the above reference project to ALUC for review. Please note that the proposed project is located within Zones B1, B2, C1, and C2 of March AIA, and review by ALUC is required because the March JPA is not yet consistent with the March ALUCP and the project proposes legislative action.(GPA,SPA,CZ)

Please see attached application.

Should you have any questions, please contact me.

*Jackie Vega*  
Student Intern



**Riverside County Airport Land Use Commission**  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, Ca 92501  
(951) 955-0982  
[Javega@RIVCO.ORG](mailto:Javega@RIVCO.ORG)  
[www.rcaluc.org](http://www.rcaluc.org)

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[County of Riverside California](#)





# RIVERSIDE COUNTY

## AIRPORT LAND USE COMMISSION

### APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: \_\_\_\_\_ DATE SUBMITTED: \_\_\_\_\_

#### APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant _____	Phone Number _____
Mailing Address _____	Email _____
_____	_____

Representative _____	Phone Number _____
Mailing Address _____	Email _____
_____	_____

Property Owner _____	Phone Number _____
Mailing Address _____	Email _____
_____	_____

#### LOCAL JURISDICTION AGENCY

Local Agency Name _____	Phone Number _____
Staff Contact _____	Email _____
Mailing Address _____	Case Type _____
_____	<input type="checkbox"/> General Plan / Specific Plan Amendment
_____	<input type="checkbox"/> Zoning Ordinance Amendment
Local Agency Project No _____	<input type="checkbox"/> Subdivision Parcel Map / Tentative Tract
_____	<input type="checkbox"/> Use Permit
_____	<input type="checkbox"/> Site Plan Review/Plot Plan
_____	<input type="checkbox"/> Other

#### PROJECT LOCATION

*Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways*

Street Address _____	_____
Assessor's Parcel No. _____	Gross Parcel Size _____
Subdivision Name _____	Nearest Airport and _____
Lot Number _____	distance from Air- _____
_____	port _____

#### PROJECT DESCRIPTION

*If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed*

Existing Land Use \_\_\_\_\_  
 (describe) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Proposed Land Use (describe)	_____	
	_____	
	_____	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____
For Other Land Uses	Hours of Operation	_____
(See Appendix C)	Number of People on Site	Maximum Number _____
	Method of Calculation	_____
		_____
Height Data	Site Elevation (above mean sea level)	_____ ft.
	Height of buildings or structures (from the ground)	_____ ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input type="checkbox"/> No
	If yes, describe	_____
		_____
		_____

- A. NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.
- B. REVIEW TIME:** Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. SUBMISSION PACKAGE:**
- 1. . . . . Completed ALUC Application Form
  - 1. . . . . ALUC fee payment
  - 1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
  - 1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
  - 1. . . . . CD with digital files of the plans (pdf)
  - 1. . . . . Vicinity Map (8.5x11)
  - 1. . . . . Detailed project description
  - 1. . . . . Local jurisdiction project transmittal
  - 3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
  - 3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

**SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)**

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	\$3,696	\$2,458	\$2,310	\$1,537
Community Plan or Area Plan (County or City)	\$3,696	\$2,402	\$2,310	\$1,502
(New) Specific Plan or Master Plan	\$3,261	N/A	\$2,038	N/A
Specific Plan Amendment	N/A	\$2,181	N/A	\$1,363
General Plan Amendment	\$1,331	N/A	\$832	N/A
Change of Zone or Ordinance Amendment	\$1,331	\$887	\$832	\$554
Non-Impact Legislative Project (as determined by staff)	\$420	N/A	\$375	N/A
Tract Map	\$1,515	\$1,017	\$947	\$636
Conditional Use Permit or Public Use Permit	\$1,331	\$887	\$832	\$554
Plot Plan, Development Review Plan or Design Review	\$1,331	\$887	\$832	\$554
Parcel Map	\$1,331	\$887	\$832	\$554
Environmental Impact Report*	\$3,050	\$2,033	\$1,906	\$1,271
Other Environmental Assessments*	\$1,671	\$1,109	\$1,044	\$693
Building Permit or Tenant Improvement	\$573	\$389	\$359	\$243

Effective March 1, 2019, an additional fee of \$190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	\$2,500	\$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	\$3,000	\$3,000	\$3,000	\$3,000
Heliports/Helicopter Landing Sites	\$1,000	\$1,000	\$1,000	\$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	\$8,210	\$8,210	N/A	N/A

NOTE: \* THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

**Checks should be made payable to: Riverside County Airport Land Use Commission**



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA E-MAIL:

December 7, 2021

[fairbanks@marchjpa.com](mailto:fairbanks@marchjpa.com)

Dan Fairbanks, Director  
March Joint Powers Authority, Planning Division  
14205 Meridian Parkway  
Riverside, California 92518

## **Notice of Preparation of an Environmental Impact Report for the West Campus Upper Plateau Project (Proposed Project)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send a copy of the EIR upon its completion and public release directly to South Coast AQMD as copies of the EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

### **CEQA Air Quality Analysis**

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website<sup>1</sup> as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod<sup>2</sup> land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds<sup>3</sup> and localized significance thresholds (LSTs)<sup>4</sup> to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and

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<sup>1</sup> South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

<sup>2</sup> CalEEMod is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

<sup>3</sup> South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

<sup>4</sup> South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment<sup>5</sup>.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*<sup>6</sup> is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory<sup>7</sup>.

### **Mitigation Measures**

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook<sup>1</sup>, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan<sup>8</sup>, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy<sup>9</sup>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov).

Sincerely,

*Lijin Sun*

Lijin Sun

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

RVC211123-02

Control Number

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<sup>5</sup> South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at:

<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

<sup>6</sup> CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at:

<http://www.arb.ca.gov/ch/handbook.pdf>.

<sup>7</sup> CARB's technical advisory can be found at: <https://www.arb.ca.gov/ch/landuse.htm>.

<sup>8</sup> South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

<sup>9</sup> Southern California Association of Governments' 2020-2045 RTP/SCS can be found at:

[https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A\\_ConnectSoCal\\_PEIR.pdf](https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf).



RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

241456

December 9, 2021

March Joint Powers Authority  
14205 Meridian Parkway, Suite 140  
Riverside, CA 92518

Attention: Dan Fairbanks

Re: West Campus Upper Plateau Project  
Notice of Preparation of a DEIR

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received December 1, 2021. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, namely, \_\_\_\_\_. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.
- This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted \_\_\_\_\_ Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.
- This project is located within the limits of the District's \_\_\_\_\_ Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only

to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, March Business Center Storm Drain and Detention Basin. For further information, contact the District's Encroachment Permit Section at 951.955.1266.
- The District's previous comments are still valid.

### **GENERAL INFORMATION**

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

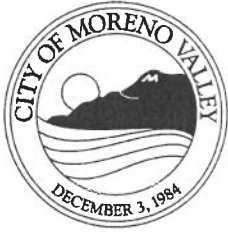


DEBORAH DE CHAMBEAU  
Engineering Project Manager

ec: Riverside County Planning Department  
Attn: Phayvanh Nanthavongdouangsy

SLJ:blm





**Community Development Department  
Planning Division**  
14177 Frederick Street  
P. O. Box 88005  
Moreno Valley CA 92552-0805  
Telephone: 951.413-3206  
FAX: 951.413-3210

December 17, 2021

Dan Fairbanks  
Planning Director  
March Joint Powers Authority  
14205 Meridian Parkway  
Riverside, CA 92518

**Subject:** Comments on Notice of Preparation for a Draft Environmental Impact Report (DEIR) and Initial Study (IS) for the Meridian West Upper Plateau Project

Dear Mr. Fairbanks:

The City of Moreno Valley appreciates the opportunity to comment on the Notice of Preparation for a Draft Environmental Impact Report for the proposed Meridian West Upper Plateau Project. The notice describes the proposal as General Plan, Zoning, and Specific Plan Amendments with Tentative Tract Map and Plot Plan applications to construct an approximately 1,330,000-square-foot industrial building on 59.55 acres, a 550,000-square-foot industrial building on 27.58 acres, and a 10.00-acre park with two small parking lots for recreational users to access the larger open space area. The proposed project is in close proximity to the City of Moreno Valley and therefore, the City has a keen interest in the project to ensure it is successful without causing adverse impacts to the City of Moreno Valley.

The Environmental Impact Report will need to address all direct and cumulative impacts that may affect the City of Moreno Valley. In reviewing the proposal with our Public Works Department, the City would like to be involved in the review of the Traffic Study Scoping Agreement as well as the review of the traffic study during the preparation of the document. There are potential levels of service deficiencies to Moreno Valley streets, including but not limited to Cactus Avenue and Alessandro Boulevard from the project.

The project description notes that a Draft Environmental Impact Report (DEIR) is forthcoming. The City of Moreno Valley looks forward to working with the March Joint Powers Authority team as this project progresses through the environmental review process and prior to the public hearing. Please include the City on the mailing list regarding all EIR documents as well as for future notification of meetings and public hearings associated with the project.

Mr. Fairbanks  
December 17, 2021  
Page 2

Thank you again for the opportunity to provide comments on this project. We look forward to working with you as the DEIR is being finalized and reviewing all environmental documents when complete. Should you have any questions or concerns, please contact Chris Ormsby, AICP, Senior Planner at (951) 413-3229 or [chriso@moval.org](mailto:chriso@moval.org).

Sincerely,



Sean P. Kelleher  
Planning Official

cc. Mike Lee, City Manager  
Ben Kim, Assistant City Manager  
Manual Mancha, Community Development Director  
Chris Ormsby, Senior Planner

---

**From:** Reinertson, Adria@CALFIRE <Adria.Reinertson@fire.ca.gov>  
**Sent:** Friday, December 17, 2021 11:32 AM  
**To:** Dan Fairbanks  
**Subject:** West Campus Upper Plateau Project - Initial Study

Good morning Mr. Fairbanks. First, let me introduce myself. I'm Adria, I work in the Strategic Planning Division for the Fire Department. I'm responsible for the MJPA entitlement reviews, including specific plans, EIR's, etc. I have reviewed the initial study for the West Campus Upper Plateau Project. The only comment I have on the document is in Section 4.15.a the second sentence which mentions Station 11, that station is owned and maintained by the City of Riverside. The rest of the information in that section is correct.

I do, however, have a question for you. My understanding is that there is a piece of land within the West JPA area designated for a fire station. I'm hoping you can help me with the exact location of that and any information you have on the timeframe on when/if it will be built.

Thank you for the opportunity to comment and I look forward to reviewing the EIR when it is available.



**Adria Reinertson**

Deputy Fire Marshal/Office of the Fire Marshal  
CAL FIRE/Riverside County Fire Department  
Direct: 951-955-5272 | Main: 951-955-4777  
2300 Market St., Ste 150, Riverside, CA 92501  
[adria.reinertson@fire.ca.gov](mailto:adria.reinertson@fire.ca.gov) | [www.rvcfire.org](http://www.rvcfire.org)

■ Leadership ■ Competence ■ Integrity ■ Safety ■ Customer Service ■

The Office of the County Fire Marshal is committed to facilitating fire and life safety solutions by empowering its employees to serve our community through innovation and partnership.

12/20/2021

Dan Fairbanks  
Planning Director  
March Joint Powers Authority  
14205 Meridian Parkway  
Riverside, CA 92518  
[fairbanks@marchjpa.com](mailto:fairbanks@marchjpa.com)

**RE: NOP Comments for West Campus Upper Plateau Project**

Dear Mr. Fairbanks,

On behalf of Californians Allied for a Responsible Economy ("CARE CA") thank you for the opportunity to provide comments on the Notice of Preparation (NOP) for environmental review of the West Campus Upper Plateau Project (the "Project"). The Project applicant is Meridian Park West LLC.

The proposed Project consists of a Development Area and a Conservation Area. The proposed Development Area would include the construction of a ring of seven Business Park parcels, three Mixed Use parcels, one Industrial parcel, and two Public Facilities parcels surrounding two industrial parcels, an open space area with two small adjacent parking lots, two smaller open space areas and a small park for recreational users.

The Initial Study ("IS") identifies the Project's potentially significant impacts under CEQA to include all factors except agriculture and forestry resources, and mineral resources. CARE CA respectfully requests, under CEQA complete analysis of these impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives to the Project.

**I. Background on CEQA EIRs**

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 Cal. Code Regs. ("Guidelines") § 15002(a)(1). "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring implementation of "environmentally superior" alternatives and all feasible mitigation measures. Guidelines § 15002(a)(2) and (3); *Citizens of Goleta Valley*, 52 Cal.3d

at 564. If the project will have a significant effect on the environment, the agency may approve the project only if it finds 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.” Pub. Res. Code § 21081; Guidelines § 15092(b)(2)(A) and (B).

Although 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.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal.App.4th 1344, 1355 (quoting *Laurel Heights Improvement Ass’n v. Regents of Univ. of Cal.*, 47 Cal.3d 376, 409 n. 12 (1988)). Substantial evidence in the record must support any foundational assumptions used for the impact analyses in the EIR. *Citizens of Goleta Valley*, 52 Cal.3d at 568 (EIR must contain facts and analysis, not just bare conclusions); *Laurel Heights*, 47 Cal.3d at 392-93 (agency’s conclusions must be supported with substantial evidence).

## **II. Comments on Initial Study**

### **A. Project Description**

The strategy in the EIR is to address as many distinct and separate land entitlement processes as possible, for example General Plan Amendment, Specific plan implementation, Zoning Designation and Plot Plan. For a project of this size and complexity, each of the project components would warrant their own specific CEQA review, mitigation measures and certification. By proposing all entitlements at once there is a risk that the EIR may be so complicated and incomplete in its ability to be specific about the physical changes that will not allow a meaningful discussion of mitigations and alternatives.

We suggest that the Lead agency make its best effort to provide an accurate and complete Project description with enough specificity to comprehend the Project’s potentially significant impacts. CEQA requires that a project be described with enough particularity that its impacts can be assessed. 1714 CCR § 15124; see, *Laurel Heights I*, supra, 47 Cal.3d 376, 192-193. In this regard, the DEIR must include all reasonably foreseeable uses in the proposed Development Area.

California courts have repeatedly held that “an accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.” *Stoepthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 17; *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 85–89; *County of Inyo v. City of Los Angeles* (3d Dist. 1977) 71 Cal.App.3d 185, 193.16. Without a complete project description, the environmental analysis under CEQA is impermissibly limited, thus minimizing the project’s impacts and undermining meaningful public review. Accordingly, a lead agency may not hide behind its failure to obtain a complete and accurate project description. *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.

## **B. Plot Plan- Industrial Buildings**

The proposed Development Area would include “one Industrial parcel, and two Public Facilities parcels surrounding two industrial parcels.” Correspondingly, the plot plan includes a proposal to construct an approximately 1.33 million square foot industrial building on 59.55 acres and a 0.55 million square foot industrial building on 27.58 acres.

1. The DEIR must specify where the proposed 87.13 acres to be developed with industrial buildings will be located so that the public can adequately assess the impact of the industrial buildings’ construction and operations on public health.
2. Based on the ratio of land acreage and proposed building size for the proposed industrial buildings, we estimate over 3 million square feet of industrial building space for the entire 143.34 acres of Industrial parcel. The DEIR should take into consideration the impacts of all reasonably foreseeable industrial buildings on the environment and public health.

## **III. General Comments**

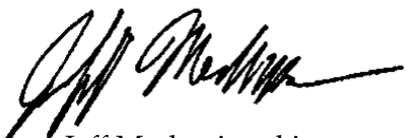
- i) CARE CA has a particular interest in air quality and public health. Estimates of the significance of air quality impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health.
- ii) Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction and operations be zero emission would both reduce and/or eliminate air pollution impacts and CO2 emissions.
- iii) Provide all sources and referenced materials when the DEIR is made available.

## **IV. Conclusion**

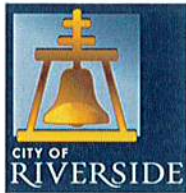
Thank you for the opportunity to submit NOP comments. Again, CARE CA respectfully requests under CEQA full analysis of the environmental impacts, feasible mitigation, and reasonable alternatives to the Project.

We look forward to reviewing and commenting to the DEIR.

Sincerely,



Jeff Modrzejewski  
*Executive Director*



Community Development  
Department  
Planning Division

*City of Arts & Innovation*

December 20, 2021

Dan Fairbanks, Planning Director  
March Joint Powers Authority  
Planning Department  
14205 Meridian Parkway, Suite 140  
Riverside, CA 92518

Subject: City of Riverside's Review of a Notice of Preparation of a Draft Environmental Impact Report for the West Campus Upper Plateau Project

Dear Mr. Fairbanks:

Thank you for the opportunity to comment on March Joint Powers Authority's Notice of Preparation (NOP) of a Draft Environmental Impact Report for the West Campus Upper Plateau Project.

The City understands that the project consists of the creation of a Specific Plan that will provide development standards, design guidelines, infrastructure master plans, maintenance responsibilities, phasing schedule, and implementation procedures necessary to develop Project Site. The City further understands that the Specific Plan will create 43.08 acres of Mixed Use, 66.35 acres of Business Park, 143.34 acres of Industrial, 28.86 acres of streets and roadways<sup>2</sup>, 10 acres of developed Parks, Recreation, and Open Space, 64.46 acres of undeveloped Parks, Recreation, and Open Space, and 3.53 acres of Public Facilities.

The City has reviewed the NOP, and provides the following comments:

Community & Economic Development Department – Planning Division:

- The Planning Division requests that the Mixed-Use Land Use areas along the eastside of Barton Drive have direct access to both Barton and Airman Drive.
- Mixed-use development should face both Cactus and Barton, but these two streets should not intersect to avoid potential cut through traffic in the residential neighborhood.
- The Mixed-Use area should activate Barton Drive to encourage public use .
- Development Standards should be developed for the mixed-use area to ensure future development is sensitive to adjacent residential neighborhood.
- The City would request that March Joint Powers Authority consider a parcel, possibly in the area of Barton and Cactus, be identified and the mixed-use area for a future police station.



### Public Works Department – Traffic Engineering Division:

- Barton and Cactus should not intersect to avoid potential cut through traffic in the residential neighborhood.
- The Traffic Engineering Division would like the opportunity to review both the Traffic Impact Analysis Study and the Traffic Operational Analysis Study. We request that the Traffic Impact Analysis Study is conducted using the latest Riverside County Transportation Analysis Model (RIVCOM). We ask that the Traffic Operational Analysis Study evaluates the intersections and roadway segments located in the City of Riverside in accordance with the traffic study guidelines published at <https://www.riversideca.gov/traffic/pdf/TIA%20Guidelines%20-%20July%202020.pdf>.

### Parks, Recreation and Community Services

- The Initial Study (Section 4.16) indicates that Recreation impacts are Potentially Significant and will be analyzed in the EIR prepared for the proposed project. The number of jobs generated by the proposed Development Area is unknown at this time and the resulting population growth induced by the Development Area is also unknown. PRCSD will review and provide comments upon receipt of the Draft EIR.
- In conjunction with the Project's planned Barton Ave street improvements, include a multi-purpose decomposed granite trail on the west side of Barton Avenue through the project site, from Alessandro Avenue to Grove Community Drive. Planning documents supporting the trail include:
  - March JPA's General Plan - Inclusion of the trail on Barton Avenue supports "Implementation Plan 18. Bikeways and Trails Development Plan" listed in March JPA's General Plan (page 5-49). The Implementation Plan states the March JPA shall develop and maintain a system of bikeways, trails and/or linkages, and that the bikeways and trails shall connect to the adjacent trail systems of the County of Riverside and City of Riverside and shall be maintained so that their use and function are maximized. Goals and Policies requiring trails include:
    - Goal 8: Develop and maintain recreational facilities as economically feasible, and to meet the needs of the community for recreational activities, relaxation, and social interaction.
    - Goal 9: Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical.
    - Policy 9.5: Link open space areas and trails with adjacent regional and local open space and trails networks.
    - Goal 12: Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.
  - The City of Riverside Trails Master Plan & Comprehensive Park Master Plan shows the Barton Avenue trail (designated in the City of Riverside's 2021 Updated Trails Master Plan - <https://www.riversideca.gov/pact>). Trails were also identified as a top community need through city-wide outreach conducted for the City of Riverside Comprehensive Park, Recreation and Community Services Master Plan (Park Master

Plan), adopted February 4, 2020. ([https://www.riversideca.gov/park\\_rec/planning-projects/parks-master-plan-vision-2030](https://www.riversideca.gov/park_rec/planning-projects/parks-master-plan-vision-2030)).

- Please include a conceptual design exhibit for the 10-acre park and the future 50-acre park so that amenities such as lighting, trail grading, and other potential park impacts are analyzed in the project EIR.
- Please indicate if park improvements will be constructed during Phase 1 or 2 of development.
- The City would also request that the March Joint Powers Agreement consider full development of the park and the on-going maintenance options.
- Please Provide a fire fuel management plan addressing open space fuel management activities, to demonstrate adequate protections for park improvements from wildfires. The plan shall be prepared by a qualified expert and its impacts analyzed in the EIR. The report shall also indicate recommended materials for park improvements if area is deemed susceptible to wildfire damage.

Should you have any questions regarding this letter, please contact Scott Watson, Historic Preservation Officer, at (951) 826-5507, or by e-mail at [swatson@riversideca.gov](mailto:swatson@riversideca.gov).

The City of Riverside appreciates your consideration of the comments provided in this letter. We thank you again for the opportunity to provide comments on this proposal and look forward to working with you in the future.

Sincerely,



David Murray  
Principal Planner

cc: Patricia Lock Dawson Mayor  
Riverside City Council Members  
Al Zelinka, FAICP, CMSM, City Manager  
Rafael Guzman, Assistant City Manager  
David Welch, Community & Economic Development, Director  
Mary Kopaskie-Brown, City Planner  
Gil Hernandez, Public Works Director  
Phaedra Norton, City Attorney

P: (626) 381-9248  
F: (626) 389-5414  
E: [info@mitschtsailaw.com](mailto:info@mitschtsailaw.com)



**Mitchell M. Tsai**  
Attorney At Law

139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

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**VIA E-MAIL**

December 20, 2021

Dan Fairbanks, Planning Director  
March Joint Powers Authority  
14205 Meridian Parkway  
Riverside, CA 92518  
Em: [fairbanks@marchjpa.com](mailto:fairbanks@marchjpa.com)

RE: West March Upper Plateau Project – Notice of Preparation of Draft EIR  
(SCH No. 2021110304)

Dear Dan Fairbanks,

On behalf of the Southwest Regional Council of Carpenters (“**SWRCC**” or “**Southwest Carpenters**”), my Office is submitting these comments on the March Joint Powers Authority’s (“**Lead Agency**”) Notice of Preparation of an Environmental Impact Report (“**NOP**”) (SCH No. 2021110304) for the West March Upper Plateau Project (“**Project**”).

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning, addressing the environmental impacts of development projects and equitable economic development.

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

Commenters expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.



Commenters incorporate by reference all comments raising issues regarding the environmental impact report (“**EIR**”) submitted prior to certification of the EIR for the Project. *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, Commenters request that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and 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.

The City should require the Applicant to provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or 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 an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements 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 providing 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.

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

. . . labor 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.<sup>1</sup>

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.<sup>2</sup>

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to “promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.”<sup>3</sup>

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint

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<sup>1</sup> 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>.

<sup>2</sup> 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>.

<sup>3</sup> City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* [https://www.hayward-ca.gov/sites/default/files/documents/General\\_Plan\\_FINAL.pdf](https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf).

labor-management training programs, . . .”<sup>4</sup> In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”<sup>5</sup>

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 include potential reductions in both vehicle miles traveled and vehicle hours traveled.<sup>6</sup>

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.<sup>7</sup> Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

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

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<sup>4</sup> City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>.

<sup>5</sup> City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

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

<sup>7</sup> 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>.

negotiating corporate participation in First Source as a condition of approval for development permits.

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

Also, the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate the Project’s environmental impacts and to advance progress towards the State of California’s environmental goals.

## I. **THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

### A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations (“**CCR**” or “**CEQA Guidelines**”) § 15002(a)(1).<sup>8</sup> “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to

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<sup>8</sup> The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 150000 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.



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(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 CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

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.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal. 3d at 391, 409 fn. 12). 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. Cnty. 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*, 91 Cal. App. 4th at 1355:

A 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.

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).

B. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. 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.<sup>9</sup>

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC 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 SWRCC's experience with safe construction site work practices, SWRCC 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.

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<sup>9</sup> 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.

- 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.<sup>10</sup>

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.

SWRCC has also developed a rigorous Infection Control Risk Assessment (“**ICRA**”) training program to ensure it delivers a workforce that understands how to identify and

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<sup>10</sup> See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, available at [https://www.cpwr.com/sites/default/files/NABTU\\_CPWR\\_Standards\\_COVID-19.pdf](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](https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf).

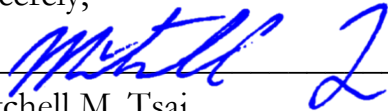
control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.<sup>11</sup>

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.

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,

  
\_\_\_\_\_

Mitchell M. Tsai

Attorneys for Southwest 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).

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<sup>11</sup> For details concerning SWRCC's ICRA training program, see <https://icrahealthcare.com/>.



**EXHIBIT A**



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**

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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

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.”<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup>

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<sup>1</sup> “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

<sup>2</sup> “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

<sup>3</sup> “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](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.<sup>4</sup>

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

$$\text{“VMT}_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$$

Where:

$n$  = Number of land uses being modeled.”<sup>5</sup>

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

$$\text{“Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running,pollutant}}$$

Where:

$\text{Emissions}_{\text{pollutant}}$  = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

$\text{EF}_{\text{running,pollutant}}$  = emission factor for running emissions.”<sup>6</sup>

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.

## 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.<sup>7</sup> 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.<sup>8</sup> The default number of construction-related worker trips is calculated by multiplying the

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<sup>4</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6), p. 14-15.

<sup>5</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6), p. 23.

<sup>6</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6), p. 15.

<sup>7</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4), p. 34.

<sup>8</sup> 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.<sup>9</sup> 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.”<sup>10</sup> Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.<sup>11</sup> 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).<sup>12</sup>

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).<sup>13</sup>

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
<b>Average</b>	<b>16.47</b>	<b>11.17</b>
<b>Minimum</b>	<b>10.80</b>	<b>10.80</b>
<b>Maximum</b>	<b>19.80</b>	<b>14.70</b>
<b>Range</b>	<b>9.00</b>	<b>3.90</b>

<sup>9</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4), p. 34.

<sup>10</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6), p. 15.

<sup>11</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6), p. 14.

<sup>12</sup> “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](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6), p. 21.

<sup>13</sup> “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](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.<sup>14</sup> 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).

<b>Local Hire Provision Net Change</b>	
<b>Without Local Hire Provision</b>	
Total Construction GHG Emissions (MT CO <sub>2</sub> e)	3,623
Amortized Construction GHG Emissions (MT CO <sub>2</sub> e/year)	120.77
<b>With Local Hire Provision</b>	
Total Construction GHG Emissions (MT CO <sub>2</sub> e)	3,024
Amortized Construction GHG Emissions (MT CO <sub>2</sub> e/year)	100.80
<b>% Decrease in Construction-related GHG Emissions</b>	<b>17%</b>

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.

<sup>14</sup> “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](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,

A handwritten signature in blue ink that reads "Matt Hagemann".

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

A handwritten signature in blue ink that reads "Paul Rosenfeld".

Paul E. Rosenfeld, Ph.D.



## Attachment A

<b>Location Type</b>	<b>Location Name</b>	<b>Rural H-W (miles)</b>	<b>Urban H-W (miles)</b>
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

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

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

<b>Worker Trip Length by Air Basin</b>		
<b>Air Basin</b>	<b>Rural (miles)</b>	<b>Urban (miles)</b>
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
<b>Average</b>	<b>16.47</b>	<b>11.17</b>
<b>Minimum</b>	<b>10.80</b>	<b>10.80</b>
<b>Maximum</b>	<b>19.80</b>	<b>14.70</b>
<b>Range</b>	<b>9.00</b>	<b>3.90</b>

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

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

## 1.0 Project Characteristics

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### 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

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

### 1.3 User Entered Comments & Non-Default Data

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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

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**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
<b>Maximum</b>	<b>4.1619</b>	<b>4.1142</b>	<b>6.1625</b>	<b>0.0189</b>	<b>1.3058</b>	<b>0.1201</b>	<b>1.4259</b>	<b>0.3460</b>	<b>0.1128</b>	<b>0.4588</b>	<b>0.0000</b>	<b>1,721.6826</b>	<b>1,721.6826</b>	<b>0.1294</b>	<b>0.0000</b>	<b>1,724.9187</b>

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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	0.1713	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
<b>Maximum</b>	<b>4.1619</b>	<b>4.1142</b>	<b>6.1625</b>	<b>0.0189</b>	<b>1.3058</b>	<b>0.1201</b>	<b>1.4259</b>	<b>0.3460</b>	<b>0.1128</b>	<b>0.4588</b>	<b>0.0000</b>	<b>1,721.6823</b>	<b>1,721.6823</b>	<b>0.1294</b>	<b>0.0000</b>	<b>1,724.9183</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

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
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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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
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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

**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

**Trips and VMT**

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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
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>0.0496</b>	<b>0.0233</b>	<b>0.0729</b>	<b>7.5100e-003</b>	<b>0.0216</b>	<b>0.0291</b>	<b>0.0000</b>	<b>51.0012</b>	<b>51.0012</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3601</b>

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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
<b>Total</b>	<b>2.9000e-003</b>	<b>0.0641</b>	<b>0.0233</b>	<b>2.0000e-004</b>	<b>6.4100e-003</b>	<b>2.1000e-004</b>	<b>6.6200e-003</b>	<b>1.7300e-003</b>	<b>2.0000e-004</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>19.6816</b>	<b>19.6816</b>	<b>1.2800e-003</b>	<b>0.0000</b>	<b>19.7136</b>

**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
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>0.0496</b>	<b>0.0233</b>	<b>0.0729</b>	<b>7.5100e-003</b>	<b>0.0216</b>	<b>0.0291</b>	<b>0.0000</b>	<b>51.0011</b>	<b>51.0011</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3600</b>

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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
<b>Total</b>	<b>2.9000e-003</b>	<b>0.0641</b>	<b>0.0233</b>	<b>2.0000e-004</b>	<b>6.4100e-003</b>	<b>2.1000e-004</b>	<b>6.6200e-003</b>	<b>1.7300e-003</b>	<b>2.0000e-004</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>19.6816</b>	<b>19.6816</b>	<b>1.2800e-003</b>	<b>0.0000</b>	<b>19.7136</b>

**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
<b>Total</b>	<b>0.0389</b>	<b>0.4050</b>	<b>0.2115</b>	<b>3.8000e-004</b>	<b>0.1807</b>	<b>0.0204</b>	<b>0.2011</b>	<b>0.0993</b>	<b>0.0188</b>	<b>0.1181</b>	<b>0.0000</b>	<b>33.4357</b>	<b>33.4357</b>	<b>0.0108</b>	<b>0.0000</b>	<b>33.7061</b>

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**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
<b>Total</b>	<b>7.7000e-004</b>	<b>6.0000e-004</b>	<b>6.8100e-003</b>	<b>2.0000e-005</b>	<b>1.9700e-003</b>	<b>2.0000e-005</b>	<b>1.9900e-003</b>	<b>5.2000e-004</b>	<b>1.0000e-005</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>1.7801</b>	<b>1.7801</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.7814</b>

**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
<b>Total</b>	<b>0.0389</b>	<b>0.4050</b>	<b>0.2115</b>	<b>3.8000e-004</b>	<b>0.1807</b>	<b>0.0204</b>	<b>0.2011</b>	<b>0.0993</b>	<b>0.0188</b>	<b>0.1181</b>	<b>0.0000</b>	<b>33.4357</b>	<b>33.4357</b>	<b>0.0108</b>	<b>0.0000</b>	<b>33.7060</b>

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**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
<b>Total</b>	<b>7.7000e-004</b>	<b>6.0000e-004</b>	<b>6.8100e-003</b>	<b>2.0000e-005</b>	<b>1.9700e-003</b>	<b>2.0000e-005</b>	<b>1.9900e-003</b>	<b>5.2000e-004</b>	<b>1.0000e-005</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>1.7801</b>	<b>1.7801</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.7814</b>

**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
<b>Total</b>	<b>0.0796</b>	<b>0.8816</b>	<b>0.5867</b>	<b>1.1800e-003</b>	<b>0.1741</b>	<b>0.0377</b>	<b>0.2118</b>	<b>0.0693</b>	<b>0.0347</b>	<b>0.1040</b>	<b>0.0000</b>	<b>103.5405</b>	<b>103.5405</b>	<b>0.0335</b>	<b>0.0000</b>	<b>104.3776</b>



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**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
<b>Total</b>	<b>1.6400e-003</b>	<b>1.2700e-003</b>	<b>0.0144</b>	<b>4.0000e-005</b>	<b>4.1600e-003</b>	<b>3.0000e-005</b>	<b>4.2000e-003</b>	<b>1.1100e-003</b>	<b>3.0000e-005</b>	<b>1.1400e-003</b>	<b>0.0000</b>	<b>3.7579</b>	<b>3.7579</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.7607</b>

**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
<b>Total</b>	<b>0.0796</b>	<b>0.8816</b>	<b>0.5867</b>	<b>1.1800e-003</b>	<b>0.1741</b>	<b>0.0377</b>	<b>0.2118</b>	<b>0.0693</b>	<b>0.0347</b>	<b>0.1040</b>	<b>0.0000</b>	<b>103.5403</b>	<b>103.5403</b>	<b>0.0335</b>	<b>0.0000</b>	<b>104.3775</b>

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**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
<b>Total</b>	<b>1.6400e-003</b>	<b>1.2700e-003</b>	<b>0.0144</b>	<b>4.0000e-005</b>	<b>4.1600e-003</b>	<b>3.0000e-005</b>	<b>4.2000e-003</b>	<b>1.1100e-003</b>	<b>3.0000e-005</b>	<b>1.1400e-003</b>	<b>0.0000</b>	<b>3.7579</b>	<b>3.7579</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.7607</b>

**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
<b>Total</b>	<b>0.0127</b>	<b>0.1360</b>	<b>0.1017</b>	<b>2.2000e-004</b>	<b>0.0807</b>	<b>5.7200e-003</b>	<b>0.0865</b>	<b>0.0180</b>	<b>5.2600e-003</b>	<b>0.0233</b>	<b>0.0000</b>	<b>19.0871</b>	<b>19.0871</b>	<b>6.1700e-003</b>	<b>0.0000</b>	<b>19.2414</b>

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**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
<b>Total</b>	<b>2.8000e-004</b>	<b>2.1000e-004</b>	<b>2.4400e-003</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>2.0000e-004</b>	<b>1.0000e-005</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>0.6679</b>	<b>0.6679</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6684</b>

**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
<b>Total</b>	<b>0.0127</b>	<b>0.1360</b>	<b>0.1017</b>	<b>2.2000e-004</b>	<b>0.0807</b>	<b>5.7200e-003</b>	<b>0.0865</b>	<b>0.0180</b>	<b>5.2600e-003</b>	<b>0.0233</b>	<b>0.0000</b>	<b>19.0871</b>	<b>19.0871</b>	<b>6.1700e-003</b>	<b>0.0000</b>	<b>19.2414</b>

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**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
<b>Total</b>	<b>2.8000e-004</b>	<b>2.1000e-004</b>	<b>2.4400e-003</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>2.0000e-004</b>	<b>1.0000e-005</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>0.6679</b>	<b>0.6679</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6684</b>

**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
<b>Total</b>	<b>0.2158</b>	<b>1.9754</b>	<b>2.0700</b>	<b>3.4100e-003</b>		<b>0.1023</b>	<b>0.1023</b>		<b>0.0963</b>	<b>0.0963</b>	<b>0.0000</b>	<b>293.1324</b>	<b>293.1324</b>	<b>0.0702</b>	<b>0.0000</b>	<b>294.8881</b>

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**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
<b>Total</b>	<b>0.4616</b>	<b>2.0027</b>	<b>3.9885</b>	<b>0.0152</b>	<b>1.2243</b>	<b>0.0121</b>	<b>1.2363</b>	<b>0.3278</b>	<b>0.0112</b>	<b>0.3390</b>	<b>0.0000</b>	<b>1,408.7952</b>	<b>1,408.7952</b>	<b>0.0530</b>	<b>0.0000</b>	<b>1,410.1208</b>

**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
<b>Total</b>	<b>0.2158</b>	<b>1.9754</b>	<b>2.0700</b>	<b>3.4100e-003</b>		<b>0.1023</b>	<b>0.1023</b>		<b>0.0963</b>	<b>0.0963</b>	<b>0.0000</b>	<b>293.1321</b>	<b>293.1321</b>	<b>0.0702</b>	<b>0.0000</b>	<b>294.8877</b>

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**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
<b>Total</b>	<b>0.4616</b>	<b>2.0027</b>	<b>3.9885</b>	<b>0.0152</b>	<b>1.2243</b>	<b>0.0121</b>	<b>1.2363</b>	<b>0.3278</b>	<b>0.0112</b>	<b>0.3390</b>	<b>0.0000</b>	<b>1,408.7952</b>	<b>1,408.7952</b>	<b>0.0530</b>	<b>0.0000</b>	<b>1,410.1208</b>

**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
<b>Total</b>	<b>0.1942</b>	<b>1.7765</b>	<b>2.0061</b>	<b>3.3300e-003</b>		<b>0.0864</b>	<b>0.0864</b>		<b>0.0813</b>	<b>0.0813</b>	<b>0.0000</b>	<b>286.2789</b>	<b>286.2789</b>	<b>0.0681</b>	<b>0.0000</b>	<b>287.9814</b>



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**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
<b>Total</b>	<b>0.4135</b>	<b>1.5218</b>	<b>3.5707</b>	<b>0.0144</b>	<b>1.1953</b>	<b>9.8700e-003</b>	<b>1.2051</b>	<b>0.3200</b>	<b>9.1400e-003</b>	<b>0.3292</b>	<b>0.0000</b>	<b>1,327.3369</b>	<b>1,327.3369</b>	<b>0.0462</b>	<b>0.0000</b>	<b>1,328.4916</b>

**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
<b>Total</b>	<b>0.1942</b>	<b>1.7765</b>	<b>2.0061</b>	<b>3.3300e-003</b>		<b>0.0864</b>	<b>0.0864</b>		<b>0.0813</b>	<b>0.0813</b>	<b>0.0000</b>	<b>286.2785</b>	<b>286.2785</b>	<b>0.0681</b>	<b>0.0000</b>	<b>287.9811</b>

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**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
<b>Total</b>	<b>0.4135</b>	<b>1.5218</b>	<b>3.5707</b>	<b>0.0144</b>	<b>1.1953</b>	<b>9.8700e-003</b>	<b>1.2051</b>	<b>0.3200</b>	<b>9.1400e-003</b>	<b>0.3292</b>	<b>0.0000</b>	<b>1,327.3369</b>	<b>1,327.3369</b>	<b>0.0462</b>	<b>0.0000</b>	<b>1,328.4916</b>

**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
<b>Total</b>	<b>6.7100e-003</b>	<b>0.0663</b>	<b>0.0948</b>	<b>1.5000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>13.0175</b>	<b>13.0175</b>	<b>4.2100e-003</b>	<b>0.0000</b>	<b>13.1227</b>

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**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
<b>Total</b>	<b>3.7000e-004</b>	<b>2.7000e-004</b>	<b>3.1200e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>1.0000e-005</b>	<b>1.0800e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.8963</b>	<b>0.8963</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.8968</b>

**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
<b>Total</b>	<b>6.7100e-003</b>	<b>0.0663</b>	<b>0.0948</b>	<b>1.5000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>13.0175</b>	<b>13.0175</b>	<b>4.2100e-003</b>	<b>0.0000</b>	<b>13.1227</b>

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**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
<b>Total</b>	<b>3.7000e-004</b>	<b>2.7000e-004</b>	<b>3.1200e-003</b>	<b>1.0000e-005</b>	<b>1.0700e-003</b>	<b>1.0000e-005</b>	<b>1.0800e-003</b>	<b>2.8000e-004</b>	<b>1.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>0.8963</b>	<b>0.8963</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.8968</b>

**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
<b>Total</b>	<b>0.0109</b>	<b>0.1048</b>	<b>0.1609</b>	<b>2.5000e-004</b>		<b>5.1500e-003</b>	<b>5.1500e-003</b>		<b>4.7400e-003</b>	<b>4.7400e-003</b>	<b>0.0000</b>	<b>22.0292</b>	<b>22.0292</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2073</b>

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**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
<b>Total</b>	<b>5.9000e-004</b>	<b>4.1000e-004</b>	<b>4.9200e-003</b>	<b>2.0000e-005</b>	<b>1.8100e-003</b>	<b>1.0000e-005</b>	<b>1.8200e-003</b>	<b>4.8000e-004</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.4697</b>	<b>1.4697</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.4706</b>

**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
<b>Total</b>	<b>0.0109</b>	<b>0.1048</b>	<b>0.1609</b>	<b>2.5000e-004</b>		<b>5.1500e-003</b>	<b>5.1500e-003</b>		<b>4.7400e-003</b>	<b>4.7400e-003</b>	<b>0.0000</b>	<b>22.0292</b>	<b>22.0292</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2073</b>

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**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
<b>Total</b>	<b>5.9000e-004</b>	<b>4.1000e-004</b>	<b>4.9200e-003</b>	<b>2.0000e-005</b>	<b>1.8100e-003</b>	<b>1.0000e-005</b>	<b>1.8200e-003</b>	<b>4.8000e-004</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>1.4697</b>	<b>1.4697</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.4706</b>

**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
<b>Total</b>	<b>4.1404</b>	<b>0.0213</b>	<b>0.0317</b>	<b>5.0000e-005</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>4.4682</b>	<b>4.4682</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>4.4745</b>

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**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
<b>Total</b>	<b>0.0101</b>	<b>6.9900e-003</b>	<b>0.0835</b>	<b>2.8000e-004</b>	<b>0.0307</b>	<b>2.3000e-004</b>	<b>0.0309</b>	<b>8.1500e-003</b>	<b>2.2000e-004</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>24.9407</b>	<b>24.9407</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>24.9558</b>

**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
<b>Total</b>	<b>4.1404</b>	<b>0.0213</b>	<b>0.0317</b>	<b>5.0000e-005</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>4.4682</b>	<b>4.4682</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>4.4745</b>



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**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
<b>Total</b>	<b>0.0101</b>	<b>6.9900e-003</b>	<b>0.0835</b>	<b>2.8000e-004</b>	<b>0.0307</b>	<b>2.3000e-004</b>	<b>0.0309</b>	<b>8.1500e-003</b>	<b>2.2000e-004</b>	<b>8.3700e-003</b>	<b>0.0000</b>	<b>24.9407</b>	<b>24.9407</b>	<b>6.1000e-004</b>	<b>0.0000</b>	<b>24.9558</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	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 Restaurant)	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

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

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

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**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
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>		<b>0.0966</b>	<b>0.0966</b>		<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>

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**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
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>		<b>0.0966</b>	<b>0.0966</b>		<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>

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**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
<b>Total</b>		<b>2,512.6465</b>	<b>0.1037</b>	<b>0.0215</b>	<b>2,521.6356</b>



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**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
<b>Total</b>		<b>2,512.6465</b>	<b>0.1037</b>	<b>0.0215</b>	<b>2,521.6356</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive 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
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

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

**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
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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

	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

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

**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
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

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

**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
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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

**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



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

**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
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

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

**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
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

**9.0 Operational Offroad**

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

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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

**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**

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

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

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

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

**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
<b>Maximum</b>	<b>237.1630</b>	<b>46.4588</b>	<b>49.5629</b>	<b>0.1517</b>	<b>18.2675</b>	<b>2.0461</b>	<b>20.3135</b>	<b>9.9840</b>	<b>1.8824</b>	<b>11.8664</b>	<b>0.0000</b>	<b>15,251.5674</b>	<b>15,251.5674</b>	<b>1.9503</b>	<b>0.0000</b>	<b>15,278.5288</b>





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

**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	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

**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	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

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

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

## 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

**Trips and VMT**

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>		<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.1916</b>	<b>4.1394</b>	<b>1.5644</b>	<b>0.0136</b>	<b>0.4346</b>	<b>0.0139</b>	<b>0.4485</b>	<b>0.1176</b>	<b>0.0133</b>	<b>0.1309</b>		<b>1,463.0568</b>	<b>1,463.0568</b>	<b>0.0927</b>		<b>1,465.3750</b>

**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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.1916</b>	<b>4.1394</b>	<b>1.5644</b>	<b>0.0136</b>	<b>0.4346</b>	<b>0.0139</b>	<b>0.4485</b>	<b>0.1176</b>	<b>0.0133</b>	<b>0.1309</b>		<b>1,463.0568</b>	<b>1,463.0568</b>	<b>0.0927</b>		<b>1,465.3750</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0772</b>	<b>0.0530</b>	<b>0.7250</b>	<b>2.0600e-003</b>	<b>0.2012</b>	<b>1.6300e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.5000e-003</b>	<b>0.0549</b>		<b>204.9786</b>	<b>204.9786</b>	<b>6.0400e-003</b>		<b>205.1296</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0772</b>	<b>0.0530</b>	<b>0.7250</b>	<b>2.0600e-003</b>	<b>0.2012</b>	<b>1.6300e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.5000e-003</b>	<b>0.0549</b>		<b>204.9786</b>	<b>204.9786</b>	<b>6.0400e-003</b>		<b>205.1296</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>		<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>



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

**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
<b>Total</b>	<b>0.0857</b>	<b>0.0589</b>	<b>0.8056</b>	<b>2.2900e-003</b>	<b>0.2236</b>	<b>1.8100e-003</b>	<b>0.2254</b>	<b>0.0593</b>	<b>1.6600e-003</b>	<b>0.0610</b>		<b>227.7540</b>	<b>227.7540</b>	<b>6.7100e-003</b>		<b>227.9217</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0857</b>	<b>0.0589</b>	<b>0.8056</b>	<b>2.2900e-003</b>	<b>0.2236</b>	<b>1.8100e-003</b>	<b>0.2254</b>	<b>0.0593</b>	<b>1.6600e-003</b>	<b>0.0610</b>		<b>227.7540</b>	<b>227.7540</b>	<b>6.7100e-003</b>		<b>227.9217</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0803</b>	<b>0.0532</b>	<b>0.7432</b>	<b>2.2100e-003</b>	<b>0.2236</b>	<b>1.7500e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6100e-003</b>	<b>0.0609</b>		<b>219.7425</b>	<b>219.7425</b>	<b>6.0600e-003</b>		<b>219.8941</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0803</b>	<b>0.0532</b>	<b>0.7432</b>	<b>2.2100e-003</b>	<b>0.2236</b>	<b>1.7500e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6100e-003</b>	<b>0.0609</b>		<b>219.7425</b>	<b>219.7425</b>	<b>6.0600e-003</b>		<b>219.8941</b>

**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
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

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

**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		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
<b>Total</b>	<b>3.6242</b>	<b>15.3350</b>	<b>33.1995</b>	<b>0.1247</b>	<b>9.8688</b>	<b>0.0949</b>	<b>9.9637</b>	<b>2.6381</b>	<b>0.0883</b>	<b>2.7263</b>		<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>0.4665</b>		<b>12,708.89 66</b>

**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	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>		<b>2,569.632 2</b>

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

**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		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
<b>Total</b>	<b>3.6242</b>	<b>15.3350</b>	<b>33.1995</b>	<b>0.1247</b>	<b>9.8688</b>	<b>0.0949</b>	<b>9.9637</b>	<b>2.6381</b>	<b>0.0883</b>	<b>2.7263</b>		<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>0.4665</b>		<b>12,708.89 66</b>

**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		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>		<b>2,570.406 1</b>

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

**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		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
<b>Total</b>	<b>3.3229</b>	<b>11.9468</b>	<b>30.5127</b>	<b>0.1203</b>	<b>9.8688</b>	<b>0.0797</b>	<b>9.9485</b>	<b>2.6381</b>	<b>0.0738</b>	<b>2.7118</b>		<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>0.4172</b>		<b>12,262.74 60</b>

**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	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>		<b>2,570.406 1</b>

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

**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		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
<b>Total</b>	<b>3.3229</b>	<b>11.9468</b>	<b>30.5127</b>	<b>0.1203</b>	<b>9.8688</b>	<b>0.0797</b>	<b>9.9485</b>	<b>2.6381</b>	<b>0.0738</b>	<b>2.7118</b>		<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>0.4172</b>		<b>12,262.74 60</b>

**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		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>



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

**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
<b>Total</b>	<b>0.0566</b>	<b>0.0361</b>	<b>0.5133</b>	<b>1.5900e-003</b>	<b>0.1677</b>	<b>1.2800e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>158.7723</b>	<b>158.7723</b>	<b>4.1000e-003</b>		<b>158.8748</b>

**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
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

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

**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
<b>Total</b>	<b>0.0566</b>	<b>0.0361</b>	<b>0.5133</b>	<b>1.5900e-003</b>	<b>0.1677</b>	<b>1.2800e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>158.7723</b>	<b>158.7723</b>	<b>4.1000e-003</b>		<b>158.8748</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0535</b>	<b>0.0329</b>	<b>0.4785</b>	<b>1.5400e-003</b>	<b>0.1677</b>	<b>1.2600e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1600e-003</b>	<b>0.0456</b>		<b>153.8517</b>	<b>153.8517</b>	<b>3.7600e-003</b>		<b>153.9458</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0535</b>	<b>0.0329</b>	<b>0.4785</b>	<b>1.5400e-003</b>	<b>0.1677</b>	<b>1.2600e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1600e-003</b>	<b>0.0456</b>		<b>153.8517</b>	<b>153.8517</b>	<b>3.7600e-003</b>		<b>153.9458</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
<b>Total</b>	<b>0.5707</b>	<b>0.3513</b>	<b>5.1044</b>	<b>0.0165</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>		<b>1,641.085 2</b>	<b>1,641.085 2</b>	<b>0.0401</b>		<b>1,642.088 6</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
<b>Total</b>	<b>0.5707</b>	<b>0.3513</b>	<b>5.1044</b>	<b>0.0165</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>		<b>1,641.085 2</b>	<b>1,641.085 2</b>	<b>0.0401</b>		<b>1,642.088 6</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	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 Restaurant)	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



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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

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

**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
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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

**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**

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



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

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

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

**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
<b>Maximum</b>	<b>237.2328</b>	<b>46.4651</b>	<b>47.3319</b>	<b>0.1455</b>	<b>18.2675</b>	<b>2.0461</b>	<b>20.3135</b>	<b>9.9840</b>	<b>1.8824</b>	<b>11.8664</b>	<b>0.0000</b>	<b>14,630.3099</b>	<b>14,630.3099</b>	<b>1.9499</b>	<b>0.0000</b>	<b>14,657.2663</b>



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

**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
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.3787</b>	<b>74,422.3787</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.4417</b>

**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
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.3787</b>	<b>74,422.3787</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.4417</b>

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
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

## 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

**Trips and VMT**

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>		<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.2019</b>	<b>4.1943</b>	<b>1.5706</b>	<b>0.0133</b>	<b>0.4346</b>	<b>0.0141</b>	<b>0.4487</b>	<b>0.1176</b>	<b>0.0135</b>	<b>0.1311</b>		<b>1,430.6932</b>	<b>1,430.6932</b>	<b>0.0955</b>		<b>1,433.0812</b>

**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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>



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

**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
<b>Total</b>	<b>0.2019</b>	<b>4.1943</b>	<b>1.5706</b>	<b>0.0133</b>	<b>0.4346</b>	<b>0.0141</b>	<b>0.4487</b>	<b>0.1176</b>	<b>0.0135</b>	<b>0.1311</b>		<b>1,430.6932</b>	<b>1,430.6932</b>	<b>0.0955</b>		<b>1,433.0812</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0858</b>	<b>0.0587</b>	<b>0.6629</b>	<b>1.9400e-003</b>	<b>0.2012</b>	<b>1.6300e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.5000e-003</b>	<b>0.0549</b>		<b>193.0052</b>	<b>193.0052</b>	<b>5.6800e-003</b>		<b>193.1472</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0858</b>	<b>0.0587</b>	<b>0.6629</b>	<b>1.9400e-003</b>	<b>0.2012</b>	<b>1.6300e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.5000e-003</b>	<b>0.0549</b>		<b>193.0052</b>	<b>193.0052</b>	<b>5.6800e-003</b>		<b>193.1472</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>		<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0954</b>	<b>0.0652</b>	<b>0.7365</b>	<b>2.1500e-003</b>	<b>0.2236</b>	<b>1.8100e-003</b>	<b>0.2254</b>	<b>0.0593</b>	<b>1.6600e-003</b>	<b>0.0610</b>		<b>214.4502</b>	<b>214.4502</b>	<b>6.3100e-003</b>		<b>214.6080</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0954</b>	<b>0.0652</b>	<b>0.7365</b>	<b>2.1500e-003</b>	<b>0.2236</b>	<b>1.8100e-003</b>	<b>0.2254</b>	<b>0.0593</b>	<b>1.6600e-003</b>	<b>0.0610</b>		<b>214.4502</b>	<b>214.4502</b>	<b>6.3100e-003</b>		<b>214.6080</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0896</b>	<b>0.0589</b>	<b>0.6784</b>	<b>2.0800e-003</b>	<b>0.2236</b>	<b>1.7500e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6100e-003</b>	<b>0.0609</b>		<b>206.9139</b>	<b>206.9139</b>	<b>5.7000e-003</b>		<b>207.0563</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0896</b>	<b>0.0589</b>	<b>0.6784</b>	<b>2.0800e-003</b>	<b>0.2236</b>	<b>1.7500e-003</b>	<b>0.2253</b>	<b>0.0593</b>	<b>1.6100e-003</b>	<b>0.0609</b>		<b>206.9139</b>	<b>206.9139</b>	<b>5.7000e-003</b>		<b>207.0563</b>

**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
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

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

**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
<b>Total</b>	<b>4.0156</b>	<b>15.5266</b>	<b>30.9685</b>	<b>0.1186</b>	<b>9.8688</b>	<b>0.0957</b>	<b>9.9645</b>	<b>2.6381</b>	<b>0.0891</b>	<b>2.7271</b>		<b>12,075.9763</b>	<b>12,075.9763</b>	<b>0.4663</b>		<b>12,087.6341</b>

**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
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>



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

**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
<b>Total</b>	<b>4.0156</b>	<b>15.5266</b>	<b>30.9685</b>	<b>0.1186</b>	<b>9.8688</b>	<b>0.0957</b>	<b>9.9645</b>	<b>2.6381</b>	<b>0.0891</b>	<b>2.7271</b>		<b>12,075.9763</b>	<b>12,075.9763</b>	<b>0.4663</b>		<b>12,087.6341</b>

**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
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

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

**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
<b>Total</b>	<b>3.6978</b>	<b>12.1065</b>	<b>28.3496</b>	<b>0.1144</b>	<b>9.8688</b>	<b>0.0803</b>	<b>9.9491</b>	<b>2.6381</b>	<b>0.0743</b>	<b>2.7124</b>		<b>11,655.1325</b>	<b>11,655.1325</b>	<b>0.4151</b>		<b>11,665.5099</b>

**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
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

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

**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
<b>Total</b>	<b>3.6978</b>	<b>12.1065</b>	<b>28.3496</b>	<b>0.1144</b>	<b>9.8688</b>	<b>0.0803</b>	<b>9.9491</b>	<b>2.6381</b>	<b>0.0743</b>	<b>2.7124</b>		<b>11,655.1325</b>	<b>11,655.1325</b>	<b>0.4151</b>		<b>11,665.5099</b>

**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
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

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

**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
<b>Total</b>	<b>0.0633</b>	<b>0.0400</b>	<b>0.4677</b>	<b>1.5000e-003</b>	<b>0.1677</b>	<b>1.2800e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>149.5081</b>	<b>149.5081</b>	<b>3.8500e-003</b>		<b>149.6043</b>

**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
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

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

**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
<b>Total</b>	<b>0.0633</b>	<b>0.0400</b>	<b>0.4677</b>	<b>1.5000e-003</b>	<b>0.1677</b>	<b>1.2800e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>149.5081</b>	<b>149.5081</b>	<b>3.8500e-003</b>		<b>149.6043</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0601</b>	<b>0.0364</b>	<b>0.4354</b>	<b>1.4500e-003</b>	<b>0.1677</b>	<b>1.2600e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1600e-003</b>	<b>0.0456</b>		<b>144.8706</b>	<b>144.8706</b>	<b>3.5300e-003</b>		<b>144.9587</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0601</b>	<b>0.0364</b>	<b>0.4354</b>	<b>1.4500e-003</b>	<b>0.1677</b>	<b>1.2600e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1600e-003</b>	<b>0.0456</b>		<b>144.8706</b>	<b>144.8706</b>	<b>3.5300e-003</b>		<b>144.9587</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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
<b>Total</b>	<b>0.6406</b>	<b>0.3886</b>	<b>4.6439</b>	<b>0.0155</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>		<b>1,545.2860</b>	<b>1,545.2860</b>	<b>0.0376</b>		<b>1,546.2262</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>



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

**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
<b>Total</b>	<b>0.6406</b>	<b>0.3886</b>	<b>4.6439</b>	<b>0.0155</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>		<b>1,545.2860</b>	<b>1,545.2860</b>	<b>0.0376</b>		<b>1,546.2262</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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					
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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	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 Restaurant)	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

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		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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					
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
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

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

**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
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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

**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**

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

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

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

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

**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
<b>Maximum</b>	<b>4.1592</b>	<b>4.0240</b>	<b>5.1546</b>	<b>0.0155</b>	<b>0.9509</b>	<b>0.1175</b>	<b>1.0683</b>	<b>0.2518</b>	<b>0.1103</b>	<b>0.3621</b>	<b>0.0000</b>	<b>1,418.6554</b>	<b>1,418.6554</b>	<b>0.1215</b>	<b>0.0000</b>	<b>1,421.6925</b>

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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
<b>Maximum</b>	<b>4.1592</b>	<b>4.0240</b>	<b>5.1546</b>	<b>0.0155</b>	<b>0.9509</b>	<b>0.1175</b>	<b>1.0683</b>	<b>0.2518</b>	<b>0.1103</b>	<b>0.3621</b>	<b>0.0000</b>	<b>1,418.6550</b>	<b>1,418.6550</b>	<b>0.1215</b>	<b>0.0000</b>	<b>1,421.6921</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

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
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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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
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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

**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**

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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

Trips and VMT

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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
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>0.0496</b>	<b>0.0233</b>	<b>0.0729</b>	<b>7.5100e-003</b>	<b>0.0216</b>	<b>0.0291</b>	<b>0.0000</b>	<b>51.0012</b>	<b>51.0012</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3601</b>

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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	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
<b>Total</b>	<b>2.6500e-003</b>	<b>0.0639</b>	<b>0.0209</b>	<b>2.0000e-004</b>	<b>5.6200e-003</b>	<b>2.0000e-004</b>	<b>5.8200e-003</b>	<b>1.5300e-003</b>	<b>1.9000e-004</b>	<b>1.7200e-003</b>	<b>0.0000</b>	<b>18.9847</b>	<b>18.9847</b>	<b>1.2600e-003</b>	<b>0.0000</b>	<b>19.0161</b>

**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
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>0.0496</b>	<b>0.0233</b>	<b>0.0729</b>	<b>7.5100e-003</b>	<b>0.0216</b>	<b>0.0291</b>	<b>0.0000</b>	<b>51.0011</b>	<b>51.0011</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3600</b>

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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	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
<b>Total</b>	<b>2.6500e-003</b>	<b>0.0639</b>	<b>0.0209</b>	<b>2.0000e-004</b>	<b>5.6200e-003</b>	<b>2.0000e-004</b>	<b>5.8200e-003</b>	<b>1.5300e-003</b>	<b>1.9000e-004</b>	<b>1.7200e-003</b>	<b>0.0000</b>	<b>18.9847</b>	<b>18.9847</b>	<b>1.2600e-003</b>	<b>0.0000</b>	<b>19.0161</b>

**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
<b>Total</b>	<b>0.0389</b>	<b>0.4050</b>	<b>0.2115</b>	<b>3.8000e-004</b>	<b>0.1807</b>	<b>0.0204</b>	<b>0.2011</b>	<b>0.0993</b>	<b>0.0188</b>	<b>0.1181</b>	<b>0.0000</b>	<b>33.4357</b>	<b>33.4357</b>	<b>0.0108</b>	<b>0.0000</b>	<b>33.7061</b>

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**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
<b>Total</b>	<b>5.8000e-004</b>	<b>4.3000e-004</b>	<b>4.8700e-003</b>	<b>1.0000e-005</b>	<b>1.3400e-003</b>	<b>1.0000e-005</b>	<b>1.3500e-003</b>	<b>3.6000e-004</b>	<b>1.0000e-005</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>1.2225</b>	<b>1.2225</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.2234</b>

**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
<b>Total</b>	<b>0.0389</b>	<b>0.4050</b>	<b>0.2115</b>	<b>3.8000e-004</b>	<b>0.1807</b>	<b>0.0204</b>	<b>0.2011</b>	<b>0.0993</b>	<b>0.0188</b>	<b>0.1181</b>	<b>0.0000</b>	<b>33.4357</b>	<b>33.4357</b>	<b>0.0108</b>	<b>0.0000</b>	<b>33.7060</b>

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**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
<b>Total</b>	<b>5.8000e-004</b>	<b>4.3000e-004</b>	<b>4.8700e-003</b>	<b>1.0000e-005</b>	<b>1.3400e-003</b>	<b>1.0000e-005</b>	<b>1.3500e-003</b>	<b>3.6000e-004</b>	<b>1.0000e-005</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>1.2225</b>	<b>1.2225</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.2234</b>

**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
<b>Total</b>	<b>0.0796</b>	<b>0.8816</b>	<b>0.5867</b>	<b>1.1800e-003</b>	<b>0.1741</b>	<b>0.0377</b>	<b>0.2118</b>	<b>0.0693</b>	<b>0.0347</b>	<b>0.1040</b>	<b>0.0000</b>	<b>103.5405</b>	<b>103.5405</b>	<b>0.0335</b>	<b>0.0000</b>	<b>104.3776</b>

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**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
<b>Total</b>	<b>1.2200e-003</b>	<b>9.0000e-004</b>	<b>0.0103</b>	<b>3.0000e-005</b>	<b>2.8300e-003</b>	<b>2.0000e-005</b>	<b>2.8600e-003</b>	<b>7.5000e-004</b>	<b>2.0000e-005</b>	<b>7.8000e-004</b>	<b>0.0000</b>	<b>2.5808</b>	<b>2.5808</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.5828</b>

**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
<b>Total</b>	<b>0.0796</b>	<b>0.8816</b>	<b>0.5867</b>	<b>1.1800e-003</b>	<b>0.1741</b>	<b>0.0377</b>	<b>0.2118</b>	<b>0.0693</b>	<b>0.0347</b>	<b>0.1040</b>	<b>0.0000</b>	<b>103.5403</b>	<b>103.5403</b>	<b>0.0335</b>	<b>0.0000</b>	<b>104.3775</b>



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**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
<b>Total</b>	<b>1.2200e-003</b>	<b>9.0000e-004</b>	<b>0.0103</b>	<b>3.0000e-005</b>	<b>2.8300e-003</b>	<b>2.0000e-005</b>	<b>2.8600e-003</b>	<b>7.5000e-004</b>	<b>2.0000e-005</b>	<b>7.8000e-004</b>	<b>0.0000</b>	<b>2.5808</b>	<b>2.5808</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.5828</b>

**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
<b>Total</b>	<b>0.0127</b>	<b>0.1360</b>	<b>0.1017</b>	<b>2.2000e-004</b>	<b>0.0807</b>	<b>5.7200e-003</b>	<b>0.0865</b>	<b>0.0180</b>	<b>5.2600e-003</b>	<b>0.0233</b>	<b>0.0000</b>	<b>19.0871</b>	<b>19.0871</b>	<b>6.1700e-003</b>	<b>0.0000</b>	<b>19.2414</b>

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**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
<b>Total</b>	<b>2.1000e-004</b>	<b>1.5000e-004</b>	<b>1.7400e-003</b>	<b>1.0000e-005</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>5.3000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4587</b>	<b>0.4587</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4590</b>

**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
<b>Total</b>	<b>0.0127</b>	<b>0.1360</b>	<b>0.1017</b>	<b>2.2000e-004</b>	<b>0.0807</b>	<b>5.7200e-003</b>	<b>0.0865</b>	<b>0.0180</b>	<b>5.2600e-003</b>	<b>0.0233</b>	<b>0.0000</b>	<b>19.0871</b>	<b>19.0871</b>	<b>6.1700e-003</b>	<b>0.0000</b>	<b>19.2414</b>

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**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
<b>Total</b>	<b>2.1000e-004</b>	<b>1.5000e-004</b>	<b>1.7400e-003</b>	<b>1.0000e-005</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>5.3000e-004</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4587</b>	<b>0.4587</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4590</b>

**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
<b>Total</b>	<b>0.2158</b>	<b>1.9754</b>	<b>2.0700</b>	<b>3.4100e-003</b>		<b>0.1023</b>	<b>0.1023</b>		<b>0.0963</b>	<b>0.0963</b>	<b>0.0000</b>	<b>293.1324</b>	<b>293.1324</b>	<b>0.0702</b>	<b>0.0000</b>	<b>294.8881</b>

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**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
<b>Total</b>	<b>0.3578</b>	<b>1.9125</b>	<b>2.9812</b>	<b>0.0119</b>	<b>0.8696</b>	<b>9.4100e-003</b>	<b>0.8790</b>	<b>0.2336</b>	<b>8.7800e-003</b>	<b>0.2424</b>	<b>0.0000</b>	<b>1,105.9771</b>	<b>1,105.9771</b>	<b>0.0451</b>	<b>0.0000</b>	<b>1,107.1039</b>

**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
<b>Total</b>	<b>0.2158</b>	<b>1.9754</b>	<b>2.0700</b>	<b>3.4100e-003</b>		<b>0.1023</b>	<b>0.1023</b>		<b>0.0963</b>	<b>0.0963</b>	<b>0.0000</b>	<b>293.1321</b>	<b>293.1321</b>	<b>0.0702</b>	<b>0.0000</b>	<b>294.8877</b>

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**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
<b>Total</b>	<b>0.3578</b>	<b>1.9125</b>	<b>2.9812</b>	<b>0.0119</b>	<b>0.8696</b>	<b>9.4100e-003</b>	<b>0.8790</b>	<b>0.2336</b>	<b>8.7800e-003</b>	<b>0.2424</b>	<b>0.0000</b>	<b>1,105.9771</b>	<b>1,105.9771</b>	<b>0.0451</b>	<b>0.0000</b>	<b>1,107.1039</b>

**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
<b>Total</b>	<b>0.1942</b>	<b>1.7765</b>	<b>2.0061</b>	<b>3.3300e-003</b>		<b>0.0864</b>	<b>0.0864</b>		<b>0.0813</b>	<b>0.0813</b>	<b>0.0000</b>	<b>286.2789</b>	<b>286.2789</b>	<b>0.0681</b>	<b>0.0000</b>	<b>287.9814</b>

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**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
<b>Total</b>	<b>0.3177</b>	<b>1.4420</b>	<b>2.6646</b>	<b>0.0112</b>	<b>0.8490</b>	<b>7.3700e-003</b>	<b>0.8564</b>	<b>0.2281</b>	<b>6.8500e-003</b>	<b>0.2349</b>	<b>0.0000</b>	<b>1,042.5294</b>	<b>1,042.5294</b>	<b>0.0392</b>	<b>0.0000</b>	<b>1,043.5090</b>

**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
<b>Total</b>	<b>0.1942</b>	<b>1.7765</b>	<b>2.0061</b>	<b>3.3300e-003</b>		<b>0.0864</b>	<b>0.0864</b>		<b>0.0813</b>	<b>0.0813</b>	<b>0.0000</b>	<b>286.2785</b>	<b>286.2785</b>	<b>0.0681</b>	<b>0.0000</b>	<b>287.9811</b>

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**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
<b>Total</b>	<b>0.3177</b>	<b>1.4420</b>	<b>2.6646</b>	<b>0.0112</b>	<b>0.8490</b>	<b>7.3700e-003</b>	<b>0.8564</b>	<b>0.2281</b>	<b>6.8500e-003</b>	<b>0.2349</b>	<b>0.0000</b>	<b>1,042.5294</b>	<b>1,042.5294</b>	<b>0.0392</b>	<b>0.0000</b>	<b>1,043.5090</b>

**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
<b>Total</b>	<b>6.7100e-003</b>	<b>0.0663</b>	<b>0.0948</b>	<b>1.5000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>13.0175</b>	<b>13.0175</b>	<b>4.2100e-003</b>	<b>0.0000</b>	<b>13.1227</b>

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**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
<b>Total</b>	<b>2.8000e-004</b>	<b>1.9000e-004</b>	<b>2.2300e-003</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.9000e-004</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6156</b>	<b>0.6156</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6160</b>

**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
<b>Total</b>	<b>6.7100e-003</b>	<b>0.0663</b>	<b>0.0948</b>	<b>1.5000e-004</b>		<b>3.3200e-003</b>	<b>3.3200e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>13.0175</b>	<b>13.0175</b>	<b>4.2100e-003</b>	<b>0.0000</b>	<b>13.1227</b>



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**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
<b>Total</b>	<b>2.8000e-004</b>	<b>1.9000e-004</b>	<b>2.2300e-003</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.0000e-005</b>	<b>7.3000e-004</b>	<b>1.9000e-004</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6156</b>	<b>0.6156</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6160</b>

**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
<b>Total</b>	<b>0.0109</b>	<b>0.1048</b>	<b>0.1609</b>	<b>2.5000e-004</b>		<b>5.1500e-003</b>	<b>5.1500e-003</b>		<b>4.7400e-003</b>	<b>4.7400e-003</b>	<b>0.0000</b>	<b>22.0292</b>	<b>22.0292</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2073</b>

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**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
<b>Total</b>	<b>4.4000e-004</b>	<b>2.9000e-004</b>	<b>3.5100e-003</b>	<b>1.0000e-005</b>	<b>1.2300e-003</b>	<b>1.0000e-005</b>	<b>1.2400e-003</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.0094</b>	<b>1.0094</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0100</b>

**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
<b>Total</b>	<b>0.0109</b>	<b>0.1048</b>	<b>0.1609</b>	<b>2.5000e-004</b>		<b>5.1500e-003</b>	<b>5.1500e-003</b>		<b>4.7400e-003</b>	<b>4.7400e-003</b>	<b>0.0000</b>	<b>22.0292</b>	<b>22.0292</b>	<b>7.1200e-003</b>	<b>0.0000</b>	<b>22.2073</b>

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**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
<b>Total</b>	<b>4.4000e-004</b>	<b>2.9000e-004</b>	<b>3.5100e-003</b>	<b>1.0000e-005</b>	<b>1.2300e-003</b>	<b>1.0000e-005</b>	<b>1.2400e-003</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>1.0094</b>	<b>1.0094</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.0100</b>

**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
<b>Total</b>	<b>4.1404</b>	<b>0.0213</b>	<b>0.0317</b>	<b>5.0000e-005</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>4.4682</b>	<b>4.4682</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>4.4745</b>

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**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
<b>Total</b>	<b>7.4800e-003</b>	<b>4.9300e-003</b>	<b>0.0596</b>	<b>1.9000e-004</b>	<b>0.0209</b>	<b>1.6000e-004</b>	<b>0.0211</b>	<b>5.5500e-003</b>	<b>1.5000e-004</b>	<b>5.7000e-003</b>	<b>0.0000</b>	<b>17.1287</b>	<b>17.1287</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>17.1394</b>

**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
<b>Total</b>	<b>4.1404</b>	<b>0.0213</b>	<b>0.0317</b>	<b>5.0000e-005</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>4.4682</b>	<b>4.4682</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>4.4745</b>

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**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
<b>Total</b>	<b>7.4800e-003</b>	<b>4.9300e-003</b>	<b>0.0596</b>	<b>1.9000e-004</b>	<b>0.0209</b>	<b>1.6000e-004</b>	<b>0.0211</b>	<b>5.5500e-003</b>	<b>1.5000e-004</b>	<b>5.7000e-003</b>	<b>0.0000</b>	<b>17.1287</b>	<b>17.1287</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>17.1394</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	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 Restaurant)	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

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

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



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**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
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>		<b>0.0966</b>	<b>0.0966</b>		<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>

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**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
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>		<b>0.0966</b>	<b>0.0966</b>		<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>

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**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
<b>Total</b>		<b>2,512.6465</b>	<b>0.1037</b>	<b>0.0215</b>	<b>2,521.6356</b>

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

**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
<b>Total</b>		<b>2,512.6465</b>	<b>0.1037</b>	<b>0.0215</b>	<b>2,521.6356</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive 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
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

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

**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
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

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

	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

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

**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
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>



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

**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
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

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

**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

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

**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
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

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

**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
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

**9.0 Operational Offroad**

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

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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

**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**

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

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

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

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

**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
<b>Maximum</b>	<b>237.0219</b>	<b>46.4415</b>	<b>40.8776</b>	<b>0.1240</b>	<b>18.2032</b>	<b>2.0456</b>	<b>20.2488</b>	<b>9.9670</b>	<b>1.8820</b>	<b>11.8490</b>	<b>0.0000</b>	<b>12,493.4403</b>	<b>12,493.4403</b>	<b>1.9485</b>	<b>0.0000</b>	<b>12,518.5707</b>



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

**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	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

**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	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

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

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

## 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

Trips and VMT

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>		<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.1760</b>	<b>4.1265</b>	<b>1.3884</b>	<b>0.0131</b>	<b>0.3810</b>	<b>0.0135</b>	<b>0.3946</b>	<b>0.1034</b>	<b>0.0129</b>	<b>0.1163</b>		<b>1,409.5212</b>	<b>1,409.5212</b>	<b>0.0912</b>		<b>1,411.8015</b>

**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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.1760</b>	<b>4.1265</b>	<b>1.3884</b>	<b>0.0131</b>	<b>0.3810</b>	<b>0.0135</b>	<b>0.3946</b>	<b>0.1034</b>	<b>0.0129</b>	<b>0.1163</b>		<b>1,409.5212</b>	<b>1,409.5212</b>	<b>0.0912</b>		<b>1,411.8015</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>



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

**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
<b>Total</b>	<b>0.0584</b>	<b>0.0375</b>	<b>0.5139</b>	<b>1.4100e-003</b>	<b>0.1369</b>	<b>1.1400e-003</b>	<b>0.1381</b>	<b>0.0363</b>	<b>1.0500e-003</b>	<b>0.0374</b>		<b>140.7359</b>	<b>140.7359</b>	<b>4.2200e-003</b>		<b>140.8414</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0584</b>	<b>0.0375</b>	<b>0.5139</b>	<b>1.4100e-003</b>	<b>0.1369</b>	<b>1.1400e-003</b>	<b>0.1381</b>	<b>0.0363</b>	<b>1.0500e-003</b>	<b>0.0374</b>		<b>140.7359</b>	<b>140.7359</b>	<b>4.2200e-003</b>		<b>140.8414</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>		<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0649</b>	<b>0.0417</b>	<b>0.5710</b>	<b>1.5700e-003</b>	<b>0.1521</b>	<b>1.2700e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1700e-003</b>	<b>0.0415</b>		<b>156.3732</b>	<b>156.3732</b>	<b>4.6900e-003</b>		<b>156.4904</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0649</b>	<b>0.0417</b>	<b>0.5710</b>	<b>1.5700e-003</b>	<b>0.1521</b>	<b>1.2700e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1700e-003</b>	<b>0.0415</b>		<b>156.3732</b>	<b>156.3732</b>	<b>4.6900e-003</b>		<b>156.4904</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0607</b>	<b>0.0376</b>	<b>0.5263</b>	<b>1.5100e-003</b>	<b>0.1521</b>	<b>1.2300e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1300e-003</b>	<b>0.0415</b>		<b>150.8754</b>	<b>150.8754</b>	<b>4.2400e-003</b>		<b>150.9813</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0607</b>	<b>0.0376</b>	<b>0.5263</b>	<b>1.5100e-003</b>	<b>0.1521</b>	<b>1.2300e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1300e-003</b>	<b>0.0415</b>		<b>150.8754</b>	<b>150.8754</b>	<b>4.2400e-003</b>		<b>150.9813</b>

**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
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

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

**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		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
<b>Total</b>	<b>2.8378</b>	<b>14.7106</b>	<b>24.5142</b>	<b>0.0971</b>	<b>7.0087</b>	<b>0.0741</b>	<b>7.0828</b>	<b>1.8799</b>	<b>0.0691</b>	<b>1.9490</b>		<b>9,939.106 7</b>	<b>9,939.106 7</b>	<b>0.3933</b>		<b>9,948.938 4</b>

**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	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>		<b>2,569.632 2</b>

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

**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		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
<b>Total</b>	<b>2.8378</b>	<b>14.7106</b>	<b>24.5142</b>	<b>0.0971</b>	<b>7.0087</b>	<b>0.0741</b>	<b>7.0828</b>	<b>1.8799</b>	<b>0.0691</b>	<b>1.9490</b>		<b>9,939.106 7</b>	<b>9,939.106 7</b>	<b>0.3933</b>		<b>9,948.938 4</b>

**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		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>		<b>2,570.406 1</b>



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

**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		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
<b>Total</b>	<b>2.5807</b>	<b>11.3809</b>	<b>22.5017</b>	<b>0.0936</b>	<b>7.0088</b>	<b>0.0595</b>	<b>7.0682</b>	<b>1.8799</b>	<b>0.0552</b>	<b>1.9350</b>		<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>0.3511</b>		<b>9,604.055 4</b>

**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	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>		<b>2,570.406 1</b>

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

**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		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
<b>Total</b>	<b>2.5807</b>	<b>11.3809</b>	<b>22.5017</b>	<b>0.0936</b>	<b>7.0088</b>	<b>0.0595</b>	<b>7.0682</b>	<b>1.8799</b>	<b>0.0552</b>	<b>1.9350</b>		<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>0.3511</b>		<b>9,604.055 4</b>

**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		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>

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

**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
<b>Total</b>	<b>0.0427</b>	<b>0.0255</b>	<b>0.3633</b>	<b>1.0900e-003</b>	<b>0.1141</b>	<b>9.0000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.3000e-004</b>	<b>0.0311</b>		<b>109.0150</b>	<b>109.0150</b>	<b>2.8600e-003</b>		<b>109.0866</b>

**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
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

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

**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
<b>Total</b>	<b>0.0427</b>	<b>0.0255</b>	<b>0.3633</b>	<b>1.0900e-003</b>	<b>0.1141</b>	<b>9.0000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.3000e-004</b>	<b>0.0311</b>		<b>109.0150</b>	<b>109.0150</b>	<b>2.8600e-003</b>		<b>109.0866</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0403</b>	<b>0.0233</b>	<b>0.3384</b>	<b>1.0600e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>105.6336</b>	<b>105.6336</b>	<b>2.6300e-003</b>		<b>105.6992</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0403</b>	<b>0.0233</b>	<b>0.3384</b>	<b>1.0600e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>105.6336</b>	<b>105.6336</b>	<b>2.6300e-003</b>		<b>105.6992</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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
<b>Total</b>	<b>0.4296</b>	<b>0.2481</b>	<b>3.6098</b>	<b>0.0113</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>		<b>1,126.7583</b>	<b>1,126.7583</b>	<b>0.0280</b>		<b>1,127.4583</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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
<b>Total</b>	<b>0.4296</b>	<b>0.2481</b>	<b>3.6098</b>	<b>0.0113</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>		<b>1,126.7583</b>	<b>1,126.7583</b>	<b>0.0280</b>		<b>1,127.4583</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**



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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	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 Restaurant)	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

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

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

**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
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**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
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**10.0 Stationary Equipment**

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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

**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**

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

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

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

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

**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
<b>Maximum</b>	<b>237.0656</b>	<b>46.4460</b>	<b>39.6338</b>	<b>0.1195</b>	<b>18.2032</b>	<b>2.0456</b>	<b>20.2488</b>	<b>9.9670</b>	<b>1.8820</b>	<b>11.8490</b>	<b>0.0000</b>	<b>12,035.3440</b>	<b>12,035.3440</b>	<b>1.9482</b>	<b>0.0000</b>	<b>12,060.6013</b>



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

**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	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37 87</b>	<b>74,422.37 87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44 17</b>

**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	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37 87</b>	<b>74,422.37 87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44 17</b>

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
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

## 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

Trips and VMT



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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>		<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.1835</b>	<b>4.1800</b>	<b>1.4144</b>	<b>0.0128</b>	<b>0.3810</b>	<b>0.0137</b>	<b>0.3948</b>	<b>0.1034</b>	<b>0.0131</b>	<b>0.1165</b>		<b>1,380.3262</b>	<b>1,380.3262</b>	<b>0.0941</b>		<b>1,382.6791</b>

**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
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.9449</b>	<b>3,747.9449</b>	<b>1.0549</b>		<b>3,774.3174</b>

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

**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
<b>Total</b>	<b>0.1835</b>	<b>4.1800</b>	<b>1.4144</b>	<b>0.0128</b>	<b>0.3810</b>	<b>0.0137</b>	<b>0.3948</b>	<b>0.1034</b>	<b>0.0131</b>	<b>0.1165</b>		<b>1,380.3262</b>	<b>1,380.3262</b>	<b>0.0941</b>		<b>1,382.6791</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0638</b>	<b>0.0415</b>	<b>0.4755</b>	<b>1.3300e-003</b>	<b>0.1369</b>	<b>1.1400e-003</b>	<b>0.1381</b>	<b>0.0363</b>	<b>1.0500e-003</b>	<b>0.0374</b>		<b>132.5649</b>	<b>132.5649</b>	<b>3.9900e-003</b>		<b>132.6646</b>

**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
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**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
<b>Total</b>	<b>0.0638</b>	<b>0.0415</b>	<b>0.4755</b>	<b>1.3300e-003</b>	<b>0.1369</b>	<b>1.1400e-003</b>	<b>0.1381</b>	<b>0.0363</b>	<b>1.0500e-003</b>	<b>0.0374</b>		<b>132.5649</b>	<b>132.5649</b>	<b>3.9900e-003</b>		<b>132.6646</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>		<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0709</b>	<b>0.0462</b>	<b>0.5284</b>	<b>1.4800e-003</b>	<b>0.1521</b>	<b>1.2700e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1700e-003</b>	<b>0.0415</b>		<b>147.2943</b>	<b>147.2943</b>	<b>4.4300e-003</b>		<b>147.4051</b>

**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
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**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
<b>Total</b>	<b>0.0709</b>	<b>0.0462</b>	<b>0.5284</b>	<b>1.4800e-003</b>	<b>0.1521</b>	<b>1.2700e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1700e-003</b>	<b>0.0415</b>		<b>147.2943</b>	<b>147.2943</b>	<b>4.4300e-003</b>		<b>147.4051</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**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
<b>Total</b>	<b>0.0665</b>	<b>0.0416</b>	<b>0.4861</b>	<b>1.4300e-003</b>	<b>0.1521</b>	<b>1.2300e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1300e-003</b>	<b>0.0415</b>		<b>142.1207</b>	<b>142.1207</b>	<b>4.0000e-003</b>		<b>142.2207</b>

**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
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>



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

**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
<b>Total</b>	<b>0.0665</b>	<b>0.0416</b>	<b>0.4861</b>	<b>1.4300e-003</b>	<b>0.1521</b>	<b>1.2300e-003</b>	<b>0.1534</b>	<b>0.0404</b>	<b>1.1300e-003</b>	<b>0.0415</b>		<b>142.1207</b>	<b>142.1207</b>	<b>4.0000e-003</b>		<b>142.2207</b>

**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
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

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

**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
<b>Total</b>	<b>3.0904</b>	<b>14.8350</b>	<b>23.2704</b>	<b>0.0926</b>	<b>7.0087</b>	<b>0.0749</b>	<b>7.0836</b>	<b>1.8799</b>	<b>0.0699</b>	<b>1.9498</b>		<b>9,481.0104</b>	<b>9,481.0104</b>	<b>0.3984</b>		<b>9,490.9691</b>

**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
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

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

**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
<b>Total</b>	<b>3.0904</b>	<b>14.8350</b>	<b>23.2704</b>	<b>0.0926</b>	<b>7.0087</b>	<b>0.0749</b>	<b>7.0836</b>	<b>1.8799</b>	<b>0.0699</b>	<b>1.9498</b>		<b>9,481.0104</b>	<b>9,481.0104</b>	<b>0.3984</b>		<b>9,490.9691</b>

**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
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

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

**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
<b>Total</b>	<b>2.8211</b>	<b>11.4799</b>	<b>21.2591</b>	<b>0.0893</b>	<b>7.0088</b>	<b>0.0601</b>	<b>7.0688</b>	<b>1.8799</b>	<b>0.0557</b>	<b>1.9356</b>		<b>9,155.1981</b>	<b>9,155.1981</b>	<b>0.3538</b>		<b>9,164.0437</b>

**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
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

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

**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
<b>Total</b>	<b>2.8211</b>	<b>11.4799</b>	<b>21.2591</b>	<b>0.0893</b>	<b>7.0088</b>	<b>0.0601</b>	<b>7.0688</b>	<b>1.8799</b>	<b>0.0557</b>	<b>1.9356</b>		<b>9,155.1981</b>	<b>9,155.1981</b>	<b>0.3538</b>		<b>9,164.0437</b>

**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
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

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

**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
<b>Total</b>	<b>0.0469</b>	<b>0.0282</b>	<b>0.3349</b>	<b>1.0300e-003</b>	<b>0.1141</b>	<b>9.0000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.3000e-004</b>	<b>0.0311</b>		<b>102.6928</b>	<b>102.6928</b>	<b>2.7000e-003</b>		<b>102.7603</b>

**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
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

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

**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
<b>Total</b>	<b>0.0469</b>	<b>0.0282</b>	<b>0.3349</b>	<b>1.0300e-003</b>	<b>0.1141</b>	<b>9.0000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.3000e-004</b>	<b>0.0311</b>		<b>102.6928</b>	<b>102.6928</b>	<b>2.7000e-003</b>		<b>102.7603</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>

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

**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
<b>Total</b>	<b>0.0444</b>	<b>0.0257</b>	<b>0.3114</b>	<b>1.0000e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>99.5045</b>	<b>99.5045</b>	<b>2.4700e-003</b>		<b>99.5663</b>

**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
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.5472</b>	<b>2,207.5472</b>	<b>0.7140</b>		<b>2,225.3963</b>



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

**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
<b>Total</b>	<b>0.0444</b>	<b>0.0257</b>	<b>0.3114</b>	<b>1.0000e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>		<b>99.5045</b>	<b>99.5045</b>	<b>2.4700e-003</b>		<b>99.5663</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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
<b>Total</b>	<b>0.4734</b>	<b>0.2743</b>	<b>3.3220</b>	<b>0.0107</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>		<b>1,061.3818</b>	<b>1,061.3818</b>	<b>0.0264</b>		<b>1,062.0410</b>

**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
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**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
<b>Total</b>	<b>0.4734</b>	<b>0.2743</b>	<b>3.3220</b>	<b>0.0107</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>		<b>1,061.3818</b>	<b>1,061.3818</b>	<b>0.0264</b>		<b>1,062.0410</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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					
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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	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 Restaurant)	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

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		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**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
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>		<b>0.5292</b>	<b>0.5292</b>		<b>0.5292</b>	<b>0.5292</b>		<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



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					
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
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

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

**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
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**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
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**10.0 Stationary Equipment**

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

**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Attachment C

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

**EXHIBIT B**



## ***Paul Rosenfeld, Ph.D.***

*Principal Environmental Chemist*

**Chemical Fate and Transport & Air Dispersion Modeling**

**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.

## **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<sub>2</sub>O 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

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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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., Sellev, 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.



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.

**Rosenfeld, P.E.** (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane 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 23<sup>rd</sup> 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 23<sup>rd</sup> 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 *23<sup>rd</sup> 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 Florida, 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.

**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 Conference*. 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.

**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

## **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, 112<sup>th</sup> Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosiences, 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 NO. 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 17<sup>th</sup> 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

**EXHIBIT C**





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Santa Monica, California 90401  
Tel: (949) 887-9013  
Email: [mhagemann@swape.com](mailto:mhagemann@swape.com)

**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

**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.

- 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.

- 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.

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.

**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.

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, Colorado.

**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 representatives, 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.

**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.



**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.

JASON E. UHLEY  
General Manager-Chief Engineer



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241694

RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

December 21, 2021

**Emailed this date to: fairbanks@marchjpa.com**

Mr. Dan Fairbanks, AICP  
Planning Director  
March Joint Powers Authority  
14205 Meridian Parkway  
Riverside, CA 92518

Dear Mr. Fairbanks:

Re: Draft Initial Study and Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting for the West Campus Upper Plateau Project

This letter is written in response to the Draft Initial Study and Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting received by the Riverside County Flood Control and Water Conservation District (District). The March Joint Powers Authority (March JPA) has decided to prepare an Environmental Impact Report (EIR) for the West Campus Upper Plateau Project (Project). The proposed Project consists of a Development Area and Conservation Area. The proposed Development Area would include the construction of a ring of seven business park parcels, three mixed use parcels, one industrial parcel, and two public facilities parcels, surrounding two industrial parcels, and open space area with two small adjacent parking lots, two small open space areas, and a small park for recreational users. The proposed Development Area would also include the redevelopment of the former March Air Force Base munitions bunkers. The Conservation Area would provide a buffer of at least 300 feet on all sides of the Development Area, with a larger buffer to the south and east of the Development Area. March JPA is the Lead Agency for this Project under the California Environmental Quality Act (CEQA).

The District has reviewed the environmental documents provided and has the following comments regarding the Project:

1. A portion of the proposed Project is located within the District's Perris Valley Master Drainage Plan (MDP). When fully implemented, MDP facilities will provide flood protection to relieve those areas within the plan boundaries of the most serious flooding problems and will provide adequate drainage outlets. The EIR should evaluate and address any potential impacts to existing and planned MDP facilities and/or District owned properties. The District's MDP facility maps can be viewed online at <http://content.rcflood.org/MDPADP/>. To obtain further information regarding the Perris Valley MDP, please contact the District's Project Planning Section at 951.955.1345.

Mr. Dan Fairbanks, AICP  
Re: Draft Initial Study and  
Notice of Preparation of a Draft  
Environmental Impact Report and  
Public Scoping Meeting for the  
West Campus Upper Plateau Project

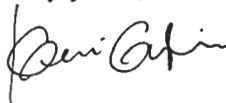
-2-

December 21, 2021

2. As proposed, the Project would include onsite trenching to connect proposed utilities, including storm drain facilities, to existing "stub outs" located at the terminus of Cactus Avenue. Please note that the District operates and maintains several storm drain facilities in the Project vicinity, including March Business Center Storm Drains & Detention Basins, Stage 1 Line QQ at the terminus of Cactus Avenue. The District provides long term operations and maintenance services for developer constructed facilities provided they meet the District's design requirements. If March JPA intends for the District to provide long term operations and maintenance services for the storm drain facilities that will be constructed as part of the Project, please ensure that impacts associated with operations and maintenance are adequately addressed in the EIR.
3. If the Project's proposed storm drain facilities will connect to existing District-owned facilities or occur on District rights of way or easements, an encroachment permit from the District will be required. In order to streamline the District's encroachment permit process, please list the District as a CEQA Responsible Agency in the EIR. To obtain further information on District encroachment permits and to find an application form, please refer to: <https://rcflood.org/I-Want-To/Services/Obtain-Encroachment-or-Access-Permit>, or contact the District at 951.955.1266 to speak with the District's encroachment permit staff.
4. The Project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), under which the District is a Permittee to the plan. If an encroachment permit or other District approval is required, the Project proponent will need to demonstrate that all Project related activities within the District rights of way/easements is consistent with the MSHCP. To accomplish this, the CEQA document should include an MSHCP consistency report with all of its supporting documents and provide mitigation, as needed, in accordance with all applicable MSHCP requirements. The MSHCP consistency report should address, at a minimum, Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3, and Appendix C of the MSHCP.

If you have any questions or need additional information regarding the comments on this letter, please contact Jerry Aguirre at 951.955.1245 or Kevin Cunningham 951.955.1526.

Very truly yours,



KEVIN CUNNINGHAM  
Environmental Project Manager

Digitally signed by Kevin Cunningham  
DN: cn=Kevin Cunningham, o=County of Riverside,  
ou=Flood Control, email=kcunning@rivco.org, c=US  
Location: RCFC Office  
Date: 2021.12.21 16:38:34 -08'00'

ec: Albert Martinez  
Kyle Gallup  
Jerry Aguirre

JA:rlp



Hans W. Kernkamp, General Manager-Chief Engineer

**SENT VIA EMAIL ONLY**

[fairbanks@marchjpa.com](mailto:fairbanks@marchjpa.com)

December 21, 2021

Dan Fairbanks, Planning Director  
March Joint Powers Authority  
Planning Department  
14205 Meridian Parkway  
Riverside, CA 92518

**RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the West Campus Upper Plateau Project**

Dear Mr. Fairbanks:

The Riverside County Department of Waste Resources (RCDWR) has reviewed the NOP addressing the West Campus Upper Plateau Project (Project). The Project site is comprised of a total of 808 acres. The Project proposes to develop 360 acres to include business, industrial, and mixed land uses as well as open space and recreation areas and to place approximately 445 acres of undisturbed land under a conservation easement. An additional 3 acres would remain for an existing public facility. The Project is located west of Cactus Avenue's current terminus, to the east and south of the Mission Grove neighborhood and to the north of Orangecrest neighborhood in unincorporated Riverside County. The RCDWR offers the following comments for your consideration while preparing the Project's DEIR.

1. Build-out of the Project may have the potential to increase the amount of waste that could adversely affect solid waste facilities. To assess waste impacts, the DEIR should include the projected maximum amount of waste generated from build-out of the Project, using appropriate waste generation factors for the proposed land uses.

Note- CalRecycle's website may be helpful to determine the Project's waste generation:

<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

2. The following information can be useful in the analysis of the solid waste impacts:
  - a) Solid waste generated within the Project area is collected by Waste Management Inc. (WMI), with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Station (MVTS) for processing. The facility is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500 tons per day (tpd) operation.
  - b) The franchise waste hauler primarily uses the El Sobrante landfill for disposal, but may also utilize the Badlands and/or Lamb Canyon landfills for disposal of the waste generated from the proposed Project. Descriptions of the local landfills are provided below:

El Sobrante Landfill:

The El Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc., and encompasses 1,322 acres, of which 645 acres are permitted for landfill operation. The El Sobrante Landfill has a total disposal capacity of approximately 209.9 million cubic yards and can receive up to 70,000 tons per week (tpw) of refuse. USA Waste must allot at least 28,000 tpw for County refuse. The landfill's permit allows a maximum of 16,054 tons per day (tpd) of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of Non-County waste at 11,054 tpd. Per the 2020 Annual Report, the landfill had a remaining in-County disposal capacity of approximately 51.4 million tons.<sup>1</sup> In 2020, the El Sobrante Landfill accepted a daily average of 10,710 tons with a period total of approximately 3,298,730 tons. The landfill is expected to reach capacity in approximately 2055.

Lamb Canyon Landfill:

The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd of Municipal Solid Waste (MSW) for disposal and 500 tpd for beneficial reuse. The site has an estimated total disposal capacity of approximately 20.7 million tons.<sup>2</sup> As of January 1, 2021 (beginning of day), the landfill has a total remaining capacity of approximately 8.1 million tons<sup>3</sup>. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029.<sup>4</sup> From January 2020 to December 2020, the Lamb Canyon Landfill accepted a daily average of 1,926 tons with a period total of approximately 593,215 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site.

Badlands Landfill:

The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at World Logistic Center (WLC) Parkway. The landfill is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of MSW for disposal and 300 tpd for beneficial reuse. The site

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<sup>1</sup> 2020 El Sobrante Landfill Annual Report- Based on 128,616,066 tons remaining capacity (40% for in-county waste).

<sup>2</sup> GASB 18\_2020 – Engineering Estimate for total landfill capacity

<sup>3</sup> GASB 18\_2020 & SiteInfo

<sup>4</sup> SWFP # 33-AA-0007

has an estimated total capacity of approximately 20.5 million tons<sup>5</sup>. As of January 1, 2021 (beginning of day), the landfill had a total remaining disposal capacity of approximately 4.3 million tons.<sup>6</sup> The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2022.<sup>7</sup> From January 2020 to December 2020, the Badlands Landfill accepted a daily average of 2,740 tons with a period total of approximately 844,010 tons. Landfill expansion potential exists at the Badlands Landfill site.

3. Additionally, you may wish to consider incorporating the following measures to help reduce the Project's anticipated solid waste impacts and enhance efforts to comply with the State's mandate of 50% solid waste diversion from landfilling:
  - The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
  - Consider xeriscaping and the use of drought tolerant low maintenance vegetation in all landscaped areas of the project.
  - Hazardous materials are not accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Health, Environmental Protection and Oversight Division, at 1.888.722.4234.
  - AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:
    - Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
    - Subscribe to a recycling service with waste hauler.
    - Provide recycling service to tenants (if commercial or multi-family complex).
    - Demonstrate compliance with requirements of California Code of Regulations Title 14.
    - For more information, please visit:  
<http://www.rcwaste.org/business/recycling/mcr>

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<sup>5</sup> GASB\_18\_2020 – Engineering Estimate for total landfill capacity

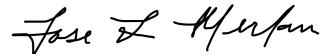
<sup>6</sup> GASB\_18\_2020 & SiteInfo

<sup>7</sup> SWFP # 33-AA-0006

- AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:
  - Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
  - Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.
- Demonstrate compliance with SB 1383 which establishes regulations to reduce organics waste disposal and goes into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

Thank you for allowing us the opportunity to comment on the NOP. Please continue to include the RCDWR in future transmittals. Please email me at [jmerlan@rivco.org](mailto:jmerlan@rivco.org) if you have any questions regarding the above comments.

Sincerely,



Jose Merlan  
Urban/Regional Planner IV

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**From:** Dr. Grace Martin <martin@marchjpa.com>  
**Sent:** Tuesday, January 11, 2022 7:16 PM  
**To:** Dan Fairbanks  
**Subject:** Fwd: U.S. Air Force Review For NOP for West Campus, Upper Plateau Project - Development

Hi Dan,

Not sure if I've sent this to you already. Can you please respond to Calvin?

Thanks,

Grace

Please excuse typos. This message is being sent from my iPhone.

Begin forwarded message:

**From:** Calvin Cox <calvin.cox@cherokee-federal.com>  
**Date:** January 11, 2022 at 3:44:03 PM PST  
**To:** "Dr. Grace Martin" <martin@marchjpa.com>  
**Cc:** "ERIC J. LEHTO, GS-12 USAF AFCEC 452 MSG/CZOW" <eric.lehto@us.af.mil>, "Vergel Casunuran - BAH. Inc." <casunuran\_vergel@bah.com>, Cindy Camargo <camargo@marchjpa.com>, "ESTRADA, ROBERT L GS-13 USAF AFCEC AFCEC/CIBE" <robert.estrada@us.af.mil>  
**Subject:** RE: U.S. Air Force Review For NOP for West Campus, Upper Plateau Project - Development

Hello Dr. Grace,

I hope you had a wonderful holiday season with your new family! On behalf of Robert Estrada, did you folks receive before Christmas this e-mail message below with comments on the Draft Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Upper Plateau?  
Stay Healthy!

## Calvin C. Cox

*Senior Environmental Scientist*  
*CHEROKEE NATION BUSINESSES*  
[calvin.cox@cn-bus.com](mailto:calvin.cox@cn-bus.com) or  
[calvin.cox@cherokee-federal.com](mailto:calvin.cox@cherokee-federal.com)  
18374 Phantom Street  
Victorville, CA 92394  
760.246.5360 (office)  
909.553.3792 (mobile)

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**From:** Calvin Cox  
**Sent:** Monday, December 20, 2021 3:06 PM  
**To:** ESTRADA, ROBERT L GS-13 USAF AFCEC AFCEC/CIBE <robert.estrada@us.af.mil>  
**Cc:** ERIC J. LEHTO, GS-12 USAF AFCEC 452 MSG/CZOW <eric.lehto@us.af.mil>; Vergel Casunuran - BAH. Inc. <casunuran\_vergel@bah.com>; Cindy Camargo - March JPA <Camargo@marchjpa.com>; Dr. Grace



Martin - March JPA, Director <martin@marchjpa.com>

**Subject:** U.S. Air Force Review For NOP for West Campus, Upper Plateau Project - Development

Good Afternoon Robert,

I was able to review today the mailed Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) and Public Scoping Meeting for the West March's West Campus, Upper Plateau Project provided and conducted by March Joint Power Authority (MJPA). My review of the pertinent sections that affect the Air Force did not describe or illustrate any development over West March's landfill Site LF003 (Landfill 5), which is awesome. This landfill waste of household waste, oil and solvents was consolidated into West March's Site 6 landfill in late 1995 and early 1996. Therefore, no waste exists at Site LF003. So, this landfill site is a "No Further Action (NFA)" in the Operable Unit 2 (OU2), Record of Decision (ROD). The proposed NOP development at this removed landfill will be "Open Space – Conservation" area that will allow unrestricted access to the Air Force for any further environmental investigations, if required.

Since the main warehouse development is on top of the former munitions storage area (MSA) on West March, it is recommended an unexploded ordnance (UXO) survey and clearance be conducted of the whole MSA area prior to any ground disturbance.

Please contact me with any questions or concerns with my recommendation!

### **Calvin C. Cox**

*Senior Environmental Scientist*

**CHEROKEE NATION BUSINESSES**

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