

EXHIBIT A



2045 General Plan Update

Final Environmental Impact Report State Clearinghouse No. 2022060087

prepared by

City of Thousand Oaks
Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, California 91362
Contact: Iain Holt, AICP, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
Los Angeles, California 90014

November 2023

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RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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1 Introduction

1.1 Final EIR Contents

This Final Environmental Impact Report (EIR) has been prepared by the City of Thousand Oaks (City) to evaluate the potential environmental impacts of the proposed City of Thousand Oaks 2045 General Plan Update (collectively referred to in this Final EIR as the “General Plan Update,” “TO2045,” “2045 General Plan,” “project” or “proposed project”).

Pursuant to *California Environmental Quality Act (CEQA) Guidelines* Sections 15088 and 15132, the City of Thousand Oaks, as the lead agency, is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to respond to comments raising significant environmental issues. This document together with the Draft EIR (incorporated by reference) comprise the Final EIR for TO2045. This Final EIR includes individual responses to each comment letter received during the public review period for the Draft EIR. In accordance with *CEQA Guidelines* Section 15088(c), the written responses describe the disposition of significant environmental issues raised.

The City has provided a good faith effort to respond to all significant environmental issues raised by the comments. The Final EIR also includes minor clarifications, corrections, or revisions to the Draft EIR suggested by certain comments. The Final EIR includes the following contents:

- Section 1: Introduction
- Section 2: Responses to Comments on the Draft EIR
- Section 3: Minor Revisions to the Draft EIR
- Section 4: Recirculation Not Warranted
- Section 5: References

1.2 Draft EIR Public Review Process

Pursuant to CEQA, lead agencies are required to consult with public agencies with jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The City of Thousand Oaks filed a notice of completion (NOC) with the Governor’s Office of Planning and Research to begin the 45-day public review period (Public Resources Code [PRC] Section 21161), which began on August 11, 2023, and ended on September 25, 2023. The Draft EIR was made available on the City’s website.¹ In addition, the Draft EIR was made available for review at the City’s Planning Division Public Counter at 2100 Thousand Oaks Boulevard and at both City libraries. A Notice of Availability (NOA) of the Draft EIR was published on August 11, 2023. As a result of these notification efforts, the City received 43 written comments on the content of the Draft EIR. Section 2, “Responses to Comments on the Draft EIR,” identifies these commenting parties, their respective comments, and provides responses to these comments. None of the comments received, or the responses provided, constitute “significant new information” by CEQA standards (*CEQA Guidelines* Section 15088.5).

¹ The Draft EIR for the project is available here: <https://www.toaks2045.org/>

1.3 EIR Certification Process and Project Approval

Before adopting the 2045 General Plan, the lead agency is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the lead agency.

Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: (a) disapprove a project because of its significant environmental effects; (b) require changes to a project to reduce or avoid significant environmental effects; or (c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).

In approving a project, for each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). Pursuant to Public Resources Code Section 21061.1 and *CEQA Guidelines* Section 15364, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account, economic, environmental, legal, social, and technological factors.

While the information in the EIR does not constrain the City's ultimate decision under its land use authority, the City must respond to each significant effect and mitigation measure identified in the EIR as required by CEQA by making findings supporting its decision. If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explains why the project's benefits outweigh the significant environmental effects (*CEQA Guidelines* Section 15093).

When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects (*CEQA Guidelines* Section 15091[d]).

2 Responses to Comments on the Draft EIR

This section includes responses to comments received during public circulation of the Draft Environmental Impact Report (DEIR) prepared for the City of Thousand Oaks 2045 General Plan Update. The comment letters included herein were submitted to the City of Thousand Oaks by public agencies, organizations, and individuals. The City prepared these responses to written comments received to address the environmental concerns raised by the commenters and to indicate where and how the DEIR addresses pertinent environmental issues. The DEIR was circulated for a 45-day public review period that began on August 11, 2023 and ended on September 25, 2023. The City of Thousand Oaks received 43 comment letters on the DEIR. The commenters and the page number on which each commenter’s letter appear are listed below.

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2.1 Comment Letters and Responses

Written responses to each comment letter received on the DEIR are provided in this section. All letters received on the DEIR are provided in their entirety. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A.1-1, for example, indicates that the response is for the first issue raised in comment Letter A.1). Comments that start with “A” indicate that the commenter represents a public agency; comments that start with “P” indicate that the commenter is an individual or represents a non-governmental organization. Prior to responding to each individual comment, the substance of each comment is summarized above the response in *italics*.

Changes made to the text of the DEIR are provided in Section 3, *Minor Revisions to the DEIR*, including corrected information, data, or added details. Where a comment results in a change to the DEIR text, a notation is made in the response indicating that the text is revised. Within the *Minor Revisions to the DEIR*, changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added.

Following public review of an EIR, lead agencies are directed to “evaluate comments on environmental issues received from persons who reviewed the DEIR and prepare a written response” (*CEQA Guidelines* Section 15088(a)). Some of the comments that were received on the DEIR did not address specific environmental issues or effects associated with the project or the adequacy of the analysis contained in the DEIR. No additional analysis or response is required for these types of comments. All comments, however, will be noted and made available to applicable decision-makers as they consider the project.



ROADS & TRANSPORTATION

MEMORANDUM

DATE: September 1, 2023

TO: RMA – Planning Division
Attention: Anthony Ciuffetelli

FROM: Roads and Transportation Department *Ben*

SUBJECT: REVIEW OF DOCUMENT
PROJECT NO.: RMA 22-015-1
Lead Agency: City of Thousand Oaks, Community Development
City of Thousand Oaks 2045 General Plan Update

Pursuant to your request, Ventura County Public Works Agency-Roads and Transportation (VCPW-RT) has reviewed the subject Draft EIR and feels that it is within our responsibility to provide comments. | 1

VCPW-RT is in receipt of comments by residents of the Newbury Park area of unincorporated Ventura County regarding data shown in the subject document. More specifically, the table in Appendix A entitled, “Thousand Oaks GPU – Daily Roadway Segment Volumes, Speeds, Lanes, Vehicle Mix, and Day Mix” shows that the proposed ADT on Wendy “Road” from 101 to Borchard Drive will only increase by 10 ADT with proposed General Plan buildout. Firstly, this segment of Wendy “Drive” should be included with the rest of the Wendy Drive segments shown later in the table. Secondly the 10 ADT increase would appear to be an anomaly in the data especially given the potential impacts from the development of APN 662-0-010-03 (located on the south side of the 101 Freeway at the easterly terminus of Denise Street and Alice Drive) even with the inclusion of the anticipated requirement of a secondary access to the site. | 2 | 3

While we understand that the environmental impacts from the traffic generated by a potential project on this site will likely be the subject of a future EIR, VCPW-RT respectfully requests the opportunity to comment on the project’s initial traffic studies since Unincorporated County streets could be adversely impacted. | 4

Letter A.1

COMMENTER: Ventura County Public Works Roads and Transportation Department

DATE: September 1, 2023

Response A.1-1

The commenter states that the Ventura County Public Works Agency-Roads and Transportation Department (VCPW-RT) has reviewed the subject DEIR and feels that it is within their responsibility to provide comments.

The City thanks VCPW-RT for their comments and concurs that it is within their responsibility, as a public agency, to provide input on the project.

Response A.1-2

The commenter explains that they have received comments from residents of Newbury Park regarding traffic data in the DEIR. The commenter states that the table in Appendix A entitled, “Thousand Oaks GPU – Daily Roadway Segment Volumes, Speeds, Lanes, Vehicle Mix, and Day Mix” shows that the proposed average daily trips (ADT) on Wendy “Road” from 101 to Borchard Drive will only increase by 10 ADT with proposed General Plan buildout. The commenter states that this segment of Wendy Drive should be included with the rest of the Wendy Drive segments shown later in the table.

The City first clarifies that the table the commenter is referring to can be found in Appendix D. The City has updated the table in Appendix D to include all segments of Wendy Drive together. The revision would not result in a different impact conclusion than was already included in the DEIR. The updated table is included in Section 3, *Minor Revisions to the DEIR*. No additional revisions to the DEIR are required in response to this comment.

Response A.1-3

The commenter expresses an opinion that the 10 ADT increase included in the table in Appendix A entitled, “Thousand Oaks GPU – Daily Roadway Segment Volumes, Speeds, Lanes, Vehicle Mix, and Day Mix” is an anomaly in the data given the potential impacts from development of APN 662-0-010-03 even with the inclusion of the anticipated requirement of a secondary access to the site.

The City emphasizes that analysis of TO2045 in the DEIR is programmatic and includes assumptions about development patterns given the lack of specific site plans; the traffic study, including ADT data included in Appendix D, is likewise programmatic and not based on specific development plans. The traffic consultant for TO2045, Iteris, confirmed that the land use from the estimated potential development of APN 662-0-010-03 was incorporated in the Ventura County Transportation Model’s (VCTM) future year scenario. The referenced growth in ADT volume at this specific location is a function of estimated loading of traffic (i.e., vehicle traffic generated) within the VCTM. The VCTM is a regional model, comprised of Transportation Analysis Zones (TAZ), which generate person trips based on land use inputs. TAZs include centroid connectors, which serve as the loading points for land use onto the street network. These centroid connector locations and quantities are generally not consistent with detailed site plan design of future development projects within those TAZs, since project-level details such as that are not yet known. Thus, where traffic in the model loads onto the network may be different than where driveways are ultimately built. When the

development of APN 662-0-010-03 undergoes the City's site plan review process, the driveway access points will be better defined. Thus, at that time, a focused traffic analysis and environmental study would be performed for that development, which will incorporate detailed design assumptions such as driveway access points. No revisions to the DEIR are required in response to this comment.

Response A.1-4

The commenter states that they understand the environmental impacts from the traffic generated by a potential project on this site would be subject of a future EIR. The commenter requests the opportunity to comment on the project's initial traffic studies given County streets may be impacted.

VCPW-RT is correct that future development facilitated by the project in proximity to the segments discussed above may be subject to further environmental review, potentially including an EIR. The project's traffic study is currently available for review and is attached to the DEIR as Appendix D. When a development proposal for APN 662-0-01-03 is submitted to the City, any available traffic study would be available for review by VCPW-RT. While future environmental studies would analyze how traffic impacts environmental issues like air quality, greenhouse gas emissions, or noise, project impacts related to congestion and roadway maintenance is not an environmental issue under CEQA. No revisions to the DEIR are necessary.



RAY PEARL
Mayor

NED E DAVIS
Mayor Pro Tem

KELLY HONIG
Councilmember

SUSAN McSWEENEY
Councilmember

BRAD HALPERN
Councilmember

September 15, 2023

Iain Holt
Senior Planner
Community Development Department
City of Thousand Oaks

via email to gp@toaks.org

Re: Comments on Thousand Oaks General Plan 2045 Draft Environmental Impact Report

Dear Mr. Holt:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (“DEIR”) for the Thousand Oaks General Plan 2045 (“General Plan”). As you know, the City of Westlake Village (“City”) shares a border with Thousand Oaks. The City is concerned about how the environmental impacts from future growth and development anticipated by the General Plan would affect Westlake Village.

1

Transportation

The DEIR explains that the Ventura County Transportation Model (VCTM) was used to conduct the traffic analysis. It is not clear from the discussion in the DEIR or Appendix D whether the VCTM incorporates or considers traffic data from Los Angeles County. As noted in the DEIR, OPR’s Technical Advisory on transportation impacts “recommends analyzing VMT outcomes over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction’s geography.” Since Thousand Oaks shares a boundary and interconnected street network with Los Angeles County, the transportation model used for the analysis should account for neighboring areas of Los Angeles County, specifically Westlake Village. The analysis should clarify whether Los Angeles County is included in the VCTM and if not, an explanation as to how OPR’s geographic guidance was incorporated into the traffic analysis.

2

Given the significant and unavoidable transportation impacts identified (Impact TRA-2 and Cumulative Transportation Impact), the City emphasizes the importance of Mitigation

3

Measure TRA-1 to require development project applicants to implement project-level VMT reduction strategies. The City expects Thousand Oaks to diligently and consistently implement this mitigation measure, especially for higher intensity development anticipated in proximity to the Westlake Village boundary.

3 cont.

Wildfire

The DEIR concludes that the General Plan would have no impact related to impairing an emergency evacuation plan (Impact W-1). However, this conclusion is not supported by any analysis of how the new residential and non-residential development anticipated by the General Plan would impact evacuation routes and times. The discussion defers this analysis through General Plan Implementation Action S-A.7., which calls for evaluating “evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Hazard Mitigation Plan.”

4

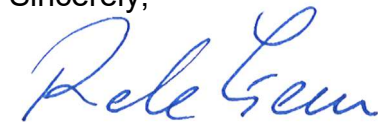
The City is concerned about how new residential and non-residential development in Thousand Oaks would prolong evacuation times or otherwise adversely impact the evacuation process. Since Westlake Village shares an interconnected street network with Thousand Oaks, any such impacts on evacuation efforts in Thousand Oaks are likely to also impact evacuations in Westlake Village.

As also noted in the City’s comment letter on the General Plan, the DEIR should include a comprehensive quantitative evacuation analysis to determine how evacuation times and routes may be impacted by new development. Such analysis should consider both daytime evacuations when additional non-residential development may impact evacuation times, as well as nighttime evacuations when additional residential development may impact evacuation times.

5

Thank you again for the opportunity to comment on the DEIR. Please contact Planning Director Michael Forbes at michael@wlv.org or (818) 706-1613 should you have any questions or concerns.

Sincerely,



Rob de Geus
City Manager

Letter A.2

COMMENTER: Rob de Geus, City Manager of Westlake Village

DATE: September 15, 2023

Response A.2-1

The commenter thanks the City for the opportunity to provide comments on the DEIR. The commenter states that the City of Westlake shares a border with Thousand Oaks and that the City of Westlake is concerned about how the environmental impacts from future growth and development anticipated by the General Plan would affect Westlake.

The City thanks Westlake for sharing their concerns about potential environmental impacts resulting from the project. The City has responded to such concerns in Responses A.2-2 through A.2-5 and is available to discuss these further upon request.

Response A.2-2

The commenter states that it is not clear from the discussion in the DEIR or Appendix D whether the Ventura County Transportation Model (VCTM) used to conduct the traffic analysis in the DEIR incorporates or considers traffic data from Los Angeles County. The commenter cites California Governor's Office of Planning and Research's (OPR) Technical Advisory on Transportation Impacts and states that since Thousand Oaks shares a boundary with Los Angeles County, the transportation model used for the analysis should account for neighboring areas of Los Angeles County, specifically Westlake Village. The commenter states that the DEIR analysis should clarify whether Los Angeles County is included in the VCTM and if not, an explanation as to how OPR's geographic guidance was incorporated into the traffic analysis.

The VCTM is built off the Southern California Association of Governments (SCAG) regional model, thus includes the circulation network and land use assumptions for the six-county SCAG region, which includes Los Angeles County. Therefore, the land use and circulation network assumptions for the Los Angeles County region (including Westlake Village) are included within the VCTM. No revisions to the DEIR are necessary.

Response A.2-3

The commenter emphasizes the importance of Mitigation Measure TRA-1 and states that they expect the City of Thousand Oaks to diligently and consistently implement this mitigation measure, especially for high density development anticipated in proximity to the Westlake Village boundary.

The City will implement Mitigation Measure TRA-1 for all development facilitated by the project, prior to adoption of Citywide VMT Analysis Guidelines. Mitigation Measure TRA-1 would be implemented for high density development, and all other discretionary residential or employment land use projects. Regarding high density development, the City notes that higher density development generally leads to a lower VMT per capita (Ventura County Transportation Commission 2023; California Governor's Office of Planning and Research 2018). Further, VMT reduction strategies listed under Mitigation Measure TRA-1 would be most effective for higher density development, as multi-modal transportation options, such as transit, biking, or walking are most viable in a high density environment. No revisions to the DEIR are necessary.

Response A.2-4

The commenter states an opinion that the conclusion in the DEIR that the General Plan would have no impact related to impairing an emergency evacuation plan is not supported by any analysis of how the anticipated development would impact evacuation routes and times and is deferred through Implementation Action S-A.7. The commenter expresses concern about how new residential and non-residential development in Thousand Oaks would prolong evacuation times or otherwise adversely impact the evacuation process. The commenter states that since Westlake Village shares an interconnected street network with Thousand Oaks, impacts on evacuation efforts in Thousand Oaks are likely to also impact evacuations in Westlake Village.

The impact conclusion under Impact W-1 regarding emergency response and evacuation is less than significant, rather than no impact as stated by the commenter. The City understands that development facilitated by the project would increase the population and jobs in Thousand Oaks, and thus may increase congestion during an evacuation event. However, the City disagrees with the characterization of deferment of analysis; updating the Hazard Mitigation Plan is a process that occurs every five years, and is outside of the scope of the General Plan Update. Other policies listed under Impact W-1, including Policies 5.2, 5.13, and 5.14 specifically address ensuring evacuation and emergency response capacity to the extent feasible when new development is considered. With implementation of the policies listed in Impact W-1, in addition to Implementation Action S-A.7, and given the programmatic nature of the analysis in the DEIR, the evacuation analysis is not deferred but rather analyzed in the DEIR.

Cumulative evacuation impacts from the project on the surrounding area, such as Westlake Village, are discussed in Section 4.13.4, *Cumulative Impacts*, in the DEIR. As noted therein, the cumulative impact through Ventura County related to wildfire risks is potentially significant. However, given that the project would adhere to State, regional, and local fire protection policies and requirements (as discussed in Section 4.13.2, *Regulatory Setting*), that wildfire policies in TO2045 would be implemented, and that development would be focused in urbanized areas of the city away from wildfire fuels, the project would not have a cumulatively considerable contribution to the potentially significant cumulative impact. Therefore, no revisions to the DEIR are necessary.

Response A.2-5

The commenter states that the DEIR should contain a comprehensive quantitative evacuation analysis to determine how evacuation times and routes may be impacted by new development. The commenter emphasizes that this analysis should consider both daytime and nighttime evacuations.

A quantitative analysis of evacuation times would be misleading at this stage of the planning process. As laid out numerous times in the DEIR, TO2045 is a policy document that does not include specific development entitlements, but rather serves to guide future development in the City through 2045. As a policy document, TO2045 underwent a programmatic environmental analysis, which describes and assesses policy-level commitments, not specific development proposals. When specific development proposals are presented to the City, evacuation and emergency response would be evaluated in conjunction with Ventura County Fire Department. When environmental review under CEQA is required for future discretionary projects, the City would consider the State Attorney General's CEQA Guidance for evaluating wildfire risk, including an evacuation modeling and analysis (State of California Office of the Attorney General 2022). Quantitative evacuation modeling requires inclusion of many variables not currently available and thus would be speculative to include at the programmatic level of planning, such as time of day, location of the fire, weather

conditions, and proposed new development intensity, without which open up a multitude of evacuation scenarios that cannot possibly all be feasibly evaluated in the DEIR for TO2045. Until future development plans are proposed, the City does not consider quantitative evacuation analysis necessary. Therefore, no revisions to the DEIR are necessary.



Ventura County Transportation Commission

Mr. Iain Holt, Senior Planner, AICP
 Community Development Department
 Planning Division
 2100 Thousand Oaks Boulevard
 Thousand Oaks, CA 91362

Transmitted via Email to: gp@toaks.org

September 15, 2023

Subject: Draft Environmental Impact Report (EIR) – City of Thousand Oaks 2045 General Plan Update

Dear Mr. Holt,

Thank you for the opportunity to review and comment on the City of Thousand Oaks 2045 General Plan Update Draft Environmental Impact Report on behalf of the Ventura County Transportation Commission (VCTC). Please accept the following comments:

1

Section 4.11.1 C. Transit (pg 4.11-8)

Beginning on July 1, 2023, Metrolink introduced rail service extending to Ventura County on Sundays. Please revise the Metrolink section to reflect rail service seven days a week.

2

Section 4.11.2 c. Local Regulations (pg 4.11-12)

VCTC encourages that the Ventura County Regional Bicycle Wayfinding Plan be added to this section. The Wayfinding Plan was finalized in April 2017 to help improve the convenience and safety of people traveling by bike in Ventura County. It was prepared collaboratively with county and municipal agencies, stakeholder groups and the general public, and serves as a toolkit for the development of a regional wayfinding network. A copy of the Wayfinding Plan can be found here: [https://www.goventura.org/wp-content/uploads/2018/03/VCTC Bicycle Wayfinding Plan April 2017 FINAL.pdf](https://www.goventura.org/wp-content/uploads/2018/03/VCTC_Bicycle_Wayfinding_Plan_April_2017_FINAL.pdf)

3

Section 4.11.3 Impact Analysis (pg 4.11-13)

VCTC staff appreciates the comprehensive technical analysis for Vehicle Miles Traveled (VMT) and use of the Ventura County Transportation Model (VCTM) to complete the impact analysis for this section. VCTC supports the analysis methodology and consistency with the Office of Planning and Research (OPR) technical recommendations for assessment of VMT. However, implementation of the recommended policies does not reduce VMT below the 15 percent threshold, and results in potentially significant impacts (TRA-1). VCTC staff recommends that the City of Thousand Oaks review the Ventura County Vehicle Miles Traveled Adaptive Mitigation Program (VMT AMP) to consider VMT reduction strategies to mitigate potentially significant CEQA impacts. The VMT AMP Final Report is available to download at: <https://www.goventura.org/vmt-amp>.

4

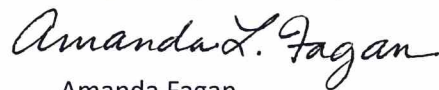
Subject: Draft EIR – City of Thousand Oaks General Plan Update

Section 4.11.3 b. Impact Analysis (pg 4.11-14)

The Comprehensive Transportation Plan (CTP) referenced in Section 4.11.2c, and Section 4.11.3b describe the 2013 Comprehensive Transportation Plan. The Ventura County Transportation Commission adopted an updated CTP in February 2023. Please revise references to the CTP to reflect that the DEIR analysis is based on the 2013 CTP, not the 2023 CTP Update (i.e. VCTC CTP, 2013).

Should you have any questions concerning this review, please contact me at (805) 642-1591 (ext. 103) or by email at: afagan@goventura.org.

Respectfully Submitted,



Amanda Fagan

Director of Planning and Sustainability

5

Letter A.3

COMMENTER: Amanda Fagan, Director of Planning and Sustainability, Ventura County Transportation Commission

DATE: September 15, 2023

Response A.3-1

The commenter thanks the city for the opportunity to comment on the DEIR.

The City thanks Ventura County Transportation Commission for submitting their comments on the project.

Response A.3-2

The commenter requests revision to page 4.11-8 of the DEIR to reflect that Metrolink provides rail service seven days a week.

The City accepts this revision from the commenter. The revision would not result in a different impact conclusion than was already included in the DEIR. The correction is reflected below and in Section 3, *Minor Revisions to the DEIR*.

Section 4.11, *Transportation*, page 4.11-8:

Metrolink

Metrolink is operated by the Southern California Regional Rail Authority on behalf of the five counties in the greater Los Angeles metropolitan region. Metrolink offers commuter rail service from East Ventura to Downtown Los Angeles, ~~Monday through Saturday~~ seven days per week via the Ventura County Line.

Response A.3-3

The commenter encourages the Ventura County Regional Bicycle Wayfinding Plan to be added to the discussion on page 4.11-12 of the DEIR.

The City accepts the commenter's suggestions to include the Ventura County Regional Bicycle Wayfinding Plan, considering that active transportation, such as biking, is central to development goals in TO2045. The revision would not result in a different impact conclusion than was already included in the DEIR. The addition is reflected below and in Section 3, *Minor Revisions to the DEIR*. No additional revisions to the DEIR are required in response to this comment.

Section 4.11, *Transportation*, page 4.11-12:

Ventura County Regional Bicycle Wayfinding Plan

The Ventura County Regional Bikeway Wayfinding Plan was prepared for VCTC in April 2017 to plan proposed bicycle routes in the County and provide guidance for sign design (VCTC 2017). The Regional Bikeway Wayfinding Plan identifies and prioritizes regional routes, as well as provides a toolkit for wayfinding sign programming, placement, and implementation.

Response A.3-4

The commenter states that implementation of the recommended policies included on page 4.11-13 of the DEIR does not reduce VMT below the 15 percent threshold and results in potentially significant impacts. The commenter recommends that the city review the Ventura County Vehicle Miles Traveled Adaptive Mitigation Program to consider VMT reduction strategies to mitigate this potentially significant impact.

The City acknowledges this comment, and the DEIR includes a significant and unavoidable VMT impact with the inclusion of feasible mitigation. The City will review and consider relevant mitigation strategies in the Adaptive Mitigation Program that may be implemented for specific development projects facilitated by TO2045. The list of VMT reduction strategies found within Mitigation Measure TRA-1 are not all-inclusive; the language of the measure leaves the possibility open for additional mitigation strategies, such as those included in the Adaptive Mitigation Program, to be implemented for specific development projects. No revisions to the DEIR are required in response to this comment.

Response A.3-5

The commenter requests that references to the Comprehensive Transportation Plan (CTP) included in Section 4.11.2c and 4.11.3b of the DEIR acknowledge that the 2013 CTP was referenced.

The City accepts the commenter's request to specify which CTP was referenced throughout Section 4.11, *Transportation*, of the DEIR. The City clarifies that the 2013 CTP was referenced instead of the 2023 CTP, because the 2023 CTP was adopted after the Notice of Preparation for the DEIR, which was published in June 2022. The clarification of the 2013 CTP is reflected below and in Section 3, *Minor Revisions to the DEIR*. The clarification would not result in a different impact conclusion than was already included in the DEIR. No additional revisions to the DEIR are required in response to this comment.

Section 4.11, *Transportation*, page 4.11-12:

VCTC Comprehensive Transportation Plan

The VCTC 2013 Comprehensive Transportation Plan (CTP) is a transportation vision for Ventura County that identifies ways of achieving this vision within constrained resources. The CTP is a long-range policy document, built from community-based, local priorities, and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP provides a framework for future community-based planning and collaboration and inform Ventura County's long range transportation decisions.



September 20, 2022

City of Thousand Oaks, Community Development Department, Planning Division
ATTN: Iain Holt, Senior Planner, AICP
2100 East Thousand Oaks Boulevard
Thousand Oaks, CA 91362

City of Thousand Oaks 2045 General Plan Update, Environmental Document Review – Notice of Availability Draft Environmental Impact Report

Ventura County Environmental Health Division (Division) staff reviewed the Draft Environmental Impact Report. The Division provides the following comments:

4.14.4 Hazards and Hazardous Materials

Upset and Accident Conditions

1. Consider including the Ventura County Certified Unified Program Agency (CUPA) Emergency Response Hazmat Team as part of the emergency response contact for hazardous materials response.
2. Consider identifying the Ventura County CUPA by name as the agency that regulates facilities that store hazardous materials and/or hazardous wastes at or above the reportable threshold in Ventura County. Compliance with the requirement for business owners to create a hazardous materials business plan is also regulated by the Division’s CUPA. “Ventura County Division of Environmental Health programs” is currently identified as the agency.

Hazardous Materials Transport, Use, Disposal

3. Consider noting that all facilities in Ventura County that generate hazardous waste, except those in the city of Oxnard, are required to obtain a hazardous waste producer’s permit from the Ventura County CUPA.

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Information regarding the hazardous materials/waste regulation and the Ventura County CUPA, including program descriptions and contact information, is available at the following website:

<https://vcrma.org/en/cupa>

If you have any questions, please contact me at (805) 654-2830 or Roxy.Cabral@ventura.org.



Roxy Cabral, R.E.H.S.
Land Use Section
Environmental Health Division

3 cont.

Letter A.4

COMMENTER: Roxy Cabral, R.E.H.S., Land Use Section of the Environmental Health Division of the County of Ventura Resource Management Agency

DATE: September 15, 2023

Response A.4-1

The commenter states that Ventura County Environmental Health Division Staff have reviewed the DEIR.

The City thanks the Ventura County Environmental Health Division staff for submitting their comments on the project.

Response A.4-2

The commenter recommends including the Ventura County Certified Unified Program Agency (CUPA) Emergency Response Hazmat Team in the discussion of emergency response contacts for hazardous materials response. The commenter recommends adding a reference to CUPA, not the Ventura County Division of Environmental Health programs, as the agency that regulates facilities that store hazardous materials and/or hazardous wastes and which regulates business owner's creation of a hazardous materials business plan.

The City accepts the commenter's suggestion to add County resources that safeguard against upset and accident conditions that may result in the release of hazardous materials. The addition of Ventura County CUPA to the analysis would not result in a different impact conclusion than was already identified in the DEIR. The addition is reflected below and in Section 3, *Minor Revisions to the DEIR*. Ventura County CUPA is also added to the EIR as the agency that regulates facilities that store hazardous materials above reportable thresholds in the County. No additional revisions to the DEIR are required in response to this comment.

Section 4.14, *Effects Found Not To Be Significant*, page 4.14-9 and 4.14-10:

Upset and Accident Conditions

As described under the *Hazardous Materials Transport, Use, and Disposal* discussion, the transport, use, and disposal of hazardous material would be conducted in accordance with all applicable laws and regulations, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, CCR Title 22, and Title 49 of the CFR. ~~Additionally, the~~ The City's Public Works Department, Emergency Management Division has protocols to remedy the accidental release of hazardous materials, as set forth in the City's Emergency Operations Plan (City of Thousand Oaks 2020). Additionally, the Ventura County Certified Unified Program Agency Emergency Response HazMat Team would serve as an emergency response contact for hazardous materials release. These regulatory safeguards minimize exposure of the public and environment to a potential release of hazardous materials.

Future development facilitated by the proposed project could include industrial uses that potentially sell, use, store, transport, or release substantial quantities of hazardous materials. Businesses that handle certain chemicals over threshold quantities are required to abide by the Ventura County Division of Environmental Health, Certified Unified Program Agency, and programs, such as preparation of a Hazardous Materials Business Plan (HMBP). The HMBP consists of basic information

on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans (CalEPA 2023). Hazardous materials must be reported in a HMBP if they are handled in quantities equal or greater than 55 gallons of a liquid, 200 standard cubic feet of a compressed gas, or 500 pounds of a solid. Mandatory reporting in HMBPs would reduce potential hazards to workers and the general public near industrial development from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Response A.4-3

The commenter recommends including discussion of the requirement that all facilities in Ventura County that generate hazardous waste, except those in the city of Oxnard, are required to obtain a hazardous waste producer's permit from the Ventura County CUPA.

The City accepts the commenter's suggestion to add Ventura County CUPA to the hazardous waste discussion. The addition of Ventura County CUPA to the analysis would not result in a different impact conclusion than was already included in the DEIR. The addition is reflected below and in Section 3, *Minor Revisions to the DEIR*. No additional revisions to the DEIR are required in response to this comment.

Section 4.14, Effects Found Not To Be Significant, page 4.14-9:

Hazardous Materials Transport, Use, and Disposal

Development facilitated by the proposed project could involve the use of potentially hazardous materials, such as vehicle fuels and fluids, which could be released, should a spill or peak occur. Typically, small fuel or oil spills would have a less-than-significant impact on public health. Furthermore, contractors of individual development projects would be required to implement standard construction BMPs for the use or handling of such materials to avoid or reduce the potential for such conditions to occur. Any transport, use, or disposal of hazardous materials would be carried out in accordance with applicable requirements and local, State, and federal regulations regarding the handling of potentially hazardous materials. These include obtaining a hazardous waste producer's permit from Ventura County Certified Unified Program Agency when required, the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and CCR Title 22. Hazardous materials transported on highways, such as SR 23 and US 101, would be subject to Caltrans requirements, as described in Title 49 of the CFR. Furthermore, the proposed project's Safety Element would implement the following policy intended to ensure the safe transportation of hazardous materials:



Conejo Recreation & Park District

GENERAL MANAGER
Jim Friedl

BOARD OF DIRECTORS
Chuck Huffer, Chair
George M. Lange, Vice Chair
Nellie Cusworth, Director
Doug Nickles, Director
Marissa Buss, Director

September 22, 2023

Kelvin Parker
Community Development Director
City of Thousand Oaks
2100 Thousand Oaks Blvd.
Thousand Oaks, CA 91362

GENERAL MANAGER EMERITUS
Tex Ward

RE: DRAFT EIR COMMENTS

In Section 4.10.3 Impact Analysis – Impact PS-3; the District agrees with the City of Thousand Oaks that the future development facilitated by the General Plan Update would generate an increase of population. This increase would be incremental in nature but would in turn generate an incremental demand on existing park facilities. The District follows the National Recreation and Park Association's standard of providing 10 acres of parkland per 1,000 persons (5 acres for neighborhood, playfield, community parks, and 5 acres for the district-wide parks).

1

According to the District's Master Plan, the calculation of parks/1,000 population is based on the combined acreage of neighborhood, playfield and community parks (5 acres of parkland/1,000 population) as well as districtwide parks (5 acres of parkland/1,000 acres)¹. Regional Parks (such as Wildwood and Oakbrook) are not included in these park acreage totals as they are unlikely to be "developed", are more akin to natural open space and are already included in the open space totals in Table 4.10-3.

The Draft EIR should modify the second sentence under PS-3 to read: "The Planning Area contains approximately 903.4 acres of neighborhood, playfield, community and districtwide parks providing an existing park service ratio of approximately 6.6 acres per 1,000 residents for the existing population of 136,774, which exceeds the Quimby Act standard of 3-5 acres per 1,000 residents and is 3.4 acres / 1,000 population short of the National Recreation & Park Association standard of 10 acres of developed parkland / 1,000 residents. This "developed" parkland deficiency is mollified by the significant acreage of "undeveloped"/natural regional parks and open spaces and the multi-use trails associated with those areas. Additionally, the District submitted a response letter to the Draft General Plan, please reference for more detailed information as it relates to the city's parkland needs.

2

Respectfully submitted by,

Prepared by:

James Friedl, General Manager
Conejo Recreation and Park District

Andrew J. Mooney, Administrator
Parks and Planning

¹ See 2011 CRPD Master Plan page II-22 - crpd.org/wp-content/uploads/2021/03/2022-0815_crp_d_masterpln_FINALUPDATE-Reduced-Size.pdf

Letter A.5

COMMENTER: James Friedl, General Manager Conejo Recreation and Park District

DATE: September 22, 2023

Response A.5-1

The commenter states that the District agrees with the statements in Section 4.10.3 of the DEIR that the proposed plan would generate an increase of population which would incrementally increase demand for parks. The commenter states the District follows the National Recreation and Park Association's standard of providing 10 acres of parkland per 1,000 persons (5 acres for neighborhood, playfield, and community parks, and 5 acres for the district wide parks). The commenter states the District does not include regional parks in the park acreage totals used to determine the ratio of parkland to residents, as they are more akin to natural open space.

The City acknowledges the District's methodology for calculating their ratio of parkland to residents. No revisions to the DEIR are necessary.

Response A.5-2

The commenter states that the DEIR should be amended to have the second sentence under Impact PS-3 to read: "The planning area contains approximately 903.4 acres of neighborhood, playfield, community, and districtwide parks providing an existing park service ratio of approximately 6.6 acres per 1,000 residents and is 3.4 acres/ 1,000 population short of the National Recreation & Park Association standard of 10 acres of developed parkland/1,000 residents." This developed parkland deficiency is mollified by the significant acreage of undeveloped/ natural regional parks and open spaces and the multi-use trails associated with those areas.

As mentioned under Response A.5-1, the City understands that the District does not include regional park acreage when determining their ratio of parkland to residents. However, the City, as lead agency for the project, does not have an adopted methodology to determine the parkland to residents ratio. Threshold 2 on page 4.10-15 explicitly asks whether the project would increase the use of regional parks such that substantial physical deterioration of the facility would occur or be accelerated. As such, the City considers regional park acreage when analyzing impacts to public services and recreation. Therefore, the City does not consider a change to the Planning Area park acreage necessary. No revisions to the DEIR are necessary.



**VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT**
Memorandum

TO: Iain Holt, Senior Planner, City of Thousand Oaks
DATE: September 25, 2023
FROM: Nicole Collazo, Air Quality Specialist, VCAPCD Planning Division *NC*
SUBJECT: Comments for the City of Thousand Oaks Draft 2045 General Plan Update Draft Environmental Impact Report (RMA 22-015-1)

Ventura County Air Pollution Control District (APCD) staff has reviewed the draft Environmental Impact Report (DEIR) for the 2045 General Plan Update (GPU), which will set forth the City of Thousand Oaks’ (City) vision of its developmental future and express the goals, policies, and implementation programs as it pertains to land use, health and safety, housing, and resource conservation. The Project location encompasses the City of Thousand Oaks city limits. The Lead Agency for the project is the City of Thousand Oaks.

1

General Comments

APCD submits the following comments regarding the project’s DEIR.

Item 1- Page 4.2-9, last paragraph. The GPU should reference the 2022 Air Quality Management Plan (AQMP) instead of the 2016 AQMP. The 2022 AQMP was adopted by the Air Pollution Control Board on December 13, 2022.

2

Item 2- Page 4.2-11, first paragraph. The current ROC limit of non-flat coatings is 50 g/L, not 150 g/L as the DEIR states, as amended in APCD Rule 74.2, *Architectural Coatings*, on July 2020. In addition, we recommend adding Rule 62.7, *Asbestos- Demolition & Renovation*, for proposed demolitions, and Rule 51, *Nuisance*, for all projects approved through the City, as this is a complaint-driven rule that mirrors the California H&S Code Section §41700.

3

Item 3- Page 4.2-12, Impact AQ-1. The impact determination should be changed to Significant And Unavoidable, as the AQMP consistency analysis contained in the DEIR determined the 2045 TO GPU would exceed the projected population forecast for the City of Thousand Oaks, as found in the Ventura County 2022 AQMP (145,139 vs. 144,700). The DEIR goes on to state the project would not be inconsistent with the AQMP because it does not “substantially exceed the most recently adopted AQMP population forecasts” (DEIR, Page 4.2-12). The Ventura County Air Quality Assessment Guidelines (AQAG) clearly state that “Any General Plan Amendment that will result in population growth above that forecasted in the most recently adopted AQMP is inconsistent with the AQMP. It will therefore have a significant cumulative adverse air quality

4

impact.” (AQAG, Page 4-2). It does not have a condition on the degree of the population forecast exceedance. Therefore, the project *will* conflict with or obstruct implementation of Ventura County’s goal to meet its 2015 state and federal ambient air quality standards for ozone, as outlined in the EPA-approved State Implementation Plan and AQMP. The AQAG recommends several mitigation measures for this determination (AQAG, Page 4-6) the City could choose, including, but not limited to:

4 cont.

- 1) project revision to eliminate inconsistency,
- 2) adopting a residential building permit allocation program to pace population growth in such a way as to ensure forecasts are not exceeded, such as through smaller incremental forecasts. The City of Ojai has adopted a similar program,
- 3) denying the project, or
- 4) project approval only if lead agency determines and issues a statement of overriding considerations.

5

Item 4- Page 4.2-13, first paragraph. Please also add Rule 62.7, *Asbestos-Demolition & Renovation*, to the rules listed for required compliance of city projects with APCD’s jurisdiction.

6

Item 5- Page 4.2-14, Policy 4.3. This item pertains to the DGPU, not the DEIR. While Policy 4.3 states that the design features listed are a requirement, proposed Action C-10.10.6 includes these design features as conditional *only* if mitigation in CEQA is required, not as a design feature.

7

Item 6- Page 4.2-14, Policy 10.3. This item pertains to the DGPU, not the DEIR. Some of the “non-mobile pollution sources” listed in this goal are not non-mobile. For example, landscape equipment and construction equipment are both considered mobile pollution sources. Consider changing the heading to “non-vehicular” or something similar if that was the intention, to capture reductions from sources other than on-road vehicles (cars, trucks, etc.). This is also stated in Page 4.2-15.

8

Item 7- Page 4.2-14, Action C-A.12. This item pertains to the DGPU, not the DEIR. We recommend adding to the action “...and recommendations from the APCD”, as we routinely review development projects in the City which include recommendations that may not necessarily be found in the AQAG, last amended in 2003.

9

Item 8- Page 4.2-15, Operational Project Emissions. The section concludes that operational air emissions would be less than significant due to a decrease in “per capita air quality emissions”. This is incorrect as it is based on a VMT per capita analysis that is not an adopted methodology for determining the regional air quality impact of a project. The appropriate method is to quantify the project’s expected mobile, energy, and area emissions using the air emissions model CalEEMod. Appendix B appears to have this model with expected project operational emissions estimated at 880 lbs./day of ROC and 315 lbs./day of NOx, over the adopted significance threshold of 25 lbs./day for either ozone-precursor pollutant. This information does not appear to be in the Air Quality section of the DEIR. Please update the Operation subsection of Impact AQ-2 section to include the total estimated project emissions, with references to the CalEEMod appendix and table containing modeled amounts, which would have a significant impact and

10

cumulatively considerable net increase of the ozone criteria pollutant, and the Cumulative Impact Section on Pages 4.2-19 and -20. Note- the determination for Impact AQ-2 would not change as it was determined to be significant and unavoidable due to the construction emissions.

10 cont.

Item 9- Appendix B. The CalEEMod model report does not display the expected fleet mix input for operational year 2045 selected. Please also include the fleet mix in the discussion and what percentage of the fleet mix was electric vehicles, as the DEIR states in Page 4.2-15 that alternative fuel vehicles would reduce the average per vehicle-mile emissions. In addition, the model should incorporate traffic information from Appendix D, *Transportation Memo and Traffic Data*, such as expected VMTs for project buildout, to be consistent with the Transportation impact section of the DEIR and for project-specific information to estimate air emissions to the greatest accuracy possible.

11

Item 10- Page 4.2-17, second paragraph. The DEIR states “VCAPCD does not define health risk thresholds” and goes on to cite SBCAPCD’s guidelines. The VC AQAG contains a section dedicated to toxic air contaminants (TACs) in Section 6.5 with APCD recommending “lead agencies conduct TAC risk assessments in accordance with the CAPCOA Risk Assessment Guidelines, as supplemented by the District’s supplemental guidelines.” (AQAG, Page 6-7-6-8), which include the thresholds of greater than 10 in a million for cancer risk and greater than 1 for the non-cancer risk. Please correct this statement.

12

Thank you for the opportunity to comment on the DEIR. Should you have any questions, you may contact me at nicole@vcapcd.org.

Letter A.6

COMMENTER: Nicole Collazo, Air Quality Specialist Ventura County Air Pollution Control District (VCAPCD) Planning Division

DATE: September 25, 2023

Response A.6-1

The commenter states that VCAPCD staff have reviewed the DEIR and states that the project location encompasses the City of Thousand Oaks and the lead agency is the City of Thousand Oaks.

The City thanks the VCAPCD staff for submitting their comments on the project.

Response A.6-2

The commenter recommends the DEIR be amended on page 4.2-9 to reference the 2022 Air Quality Management Plan (AQMP).

The City accepts the commenter's suggestion since the 2022 AQMP was referenced and used in the analysis throughout the rest of the DEIR. The revision is reflected below and in Section 3, *Minor Revisions to the DEIR*. The revision would not result in a different impact conclusion than was already included in the DEIR. No additional revisions to the DEIR are required in response to this comment.

Section 4.2, *Air Quality*, page 4.2-9:

California State Implementation Plan

The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The 2022 ~~2016~~ Ventura County Air Quality Management Plan (AQMP) is the SIP for Ventura County. The AQMP accommodates growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by SCAG are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Response A.6-3

The commenter recommends the DEIR be amended on page 4.2-11 to reflect the current ROC limit of non-flat coating as 50 g/L, not 150 g/L as currently stated in the DEIR. The commenter also recommends that Rule 67.2 Asbestos- Demolition & Renovation and Rule 51 Nuisance be added.

The City accepts the commenter's suggestion and addition of other rules. The revision is reflected below and in Section 3, *Minor Revisions to the DEIR*. The revision would not result in a different

impact conclusion than was already included in the DEIR. No additional revisions to the DEIR are required in response to this comment.

Section 4.2, *Air Quality*, page 4.2-11:

Ventura County Air Pollution Control District

The VCAPCD prepares AQMPs for meeting federal and State air quality standards (the most recent of which is the 2022 AQMP) and develops rules and regulations and permitting requirements. The VCAPCD provides the *Ventura County Air Quality Assessment Guidelines*, with detailed guidance on how to evaluate and mitigate a project's air quality (AQ) impacts. According to the VCAPCD Guidelines, in addition to the assessment of criteria pollutants, the lead agency should consider San Joaquin Valley Fever factors that are applicable to any proposed projects. Based on these or other factors, if a lead agency determines that a project may create a significant Valley Fever impact, the VCAPCD recommends that the lead agency consider the Valley Fever mitigation measures listed in the VCAPCD Guidelines to minimize fugitive dust, as well as minimizing worker exposure. The VCAPCD Guidelines provides the following list of measures to be considered if the lead agency determines a project site poses a risk of San Joaquin Valley Fever:

1. Restrict employment to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection)
2. Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune
3. Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations
4. Require that the cabs of grading and construction equipment be air-conditioned
5. Require crews to work upwind from excavation sites
6. Pave construction roads
7. Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Relevant rules and regulations to the project include:

- **Rule 51 (Nuisance).** This rule states that a person shall not discharge air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Rule 55 (Fugitive Dust).** This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities. Therefore, the mitigation measures described in VCAPCD Air Quality Assessment Guidelines should be applied to all projects related dust-generating operations and activities:

- Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control.
- Scheduling activities during periods of low-wind speed will also reduce fugitive dust emissions. Additionally, vehicle speed control can reduce fugitive dust emissions from unpaved roads and areas at construction sites by up to 60 percent, assuming compliance with a 15 miles per hour on-site speed limit.
- **Rule 62.7 (Asbestos – Demolition and Renovation).** This rule applies to demolition and renovation operations and associated disturbance of asbestos-containing material. The rule contains notification requirements, emission control requirements and training and licensing requirements.
- **Rule 74.2 (Architectural Coatings).** This rule sets limits on the VOC content of architectural coatings. Non-flat coatings are limited to ~~50~~ 150 grams per liter of VOC content; flat coatings are limited to 150 grams per liter of VOC content, and traffic marking coatings are limited to 150 grams per liter of VOC content.

Response A.6-4

The commenter requests that impact determination for Impact AQ-1 on page 4.2-12 of the DEIR be changed to significant and unavoidable because the AQMP consistency analysis contained in the DEIR determined the 2045 TO GPU would exceed the projected population forecast for the City of Thousand Oaks, as found in the Ventura County 2022 AQMP. The commenter states that The Ventura County Air Quality Assessment Guidelines (AQAG) clearly state that “Any General Plan Amendment that will result in population growth above that forecasted in the most recently adopted AQMP is inconsistent with the AQMP. It will therefore have a significant cumulative adverse air quality impact”.

The City does not agree with the commenter’s opinion that the impact conclusion for Impact AQ-1 should be changed to significant and unavoidable for operational impacts for several reasons. The City, as lead agency for the project under CEQA, has the authority to set their own specific thresholds of significance. Thousand Oaks has not adopted the Ventura County Air Quality Assessment Guidelines, nor do they provide thresholds for programmatic planning documents; but the thresholds used for analysis of the project are derived and informed by VCAPCD’s guidelines. While population estimated after implementation of TO2045 in 2045 is 439 residents greater than population estimates included in the 2022 AQMP, the City does not consider such a small exceedance to constitute a significant and unavoidable impact. TO2045 analyzes a buildout scenario wherein an ambitious amount of growth occurs in the City and the resulting population estimate for 2045 is not guaranteed to occur. Even so, the population estimates in the 2022 AQMP are based upon SCAG population projections, which will be updated in concert with other local planning efforts (e.g. TO2045) and State housing law (e.g. Regional Housing Needs Allocation). Therefore, it is circular to assume a significant air quality impact because a planning document intended to guide growth exceeds a population forecast in another planning document that is based on projections in the former (i.e., population forecasts in the AQMP are based on those from SCAG). No revisions to the DEIR are necessary.

Response A.6-5

The commenter recommends that the city choose from the following mitigation measures to mitigate the significant and unavoidable impact for Impact AQ-1 as discussed in the previous comment (comment A.6-4):

- 1) project revision to eliminate inconsistency,
- 2) adopting a residential building permit allocation program to pace population growth in such a way as to ensure forecasts are not exceeded, such as through smaller incremental forecasts.
- 3) denying the project, or
- 4) project approval only if lead agency determines and issues a statement of overriding considerations.

Please refer to Response A.6-4; the City is not modifying the impact conclusion and does not require mitigation to support the less than significant conclusion. Additionally, the mitigation presented by the commenter directly conflicts with project objectives by preventing growth (e.g., create a diversity of housing types and affordability levels) and cannot be feasibly integrated into the DEIR. No revisions to the DEIR are necessary.

Response A.6-6

The commenter requests that Rule 67.2 Asbestos- Demolition & Renovation be added to the discussion of rules listed for required compliance in the first paragraph on page 4.2-13 of the DEIR.

The City accepts the commenter's suggestion. The revision is reflected below and in Section 3, *Minor Revisions to the DEIR*. The revision would not result in a different impact conclusion than was already included in the DEIR. No additional revisions to the DEIR are required in response to this comment.

Section 4.2, *Air Quality*, page 4.2-13:

Construction

Future development and mobility improvements associated with the project would involve construction activities that could result in air pollutant emissions. Specifically, construction activities such as demolition, grading, construction worker travel, delivery and hauling of construction supplies and debris, and fuel combustion by on-site construction equipment would generate pollutant emissions. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants, particularly during site preparation and grading. The extent of daily emissions, particularly ROG and NO_x emissions generated by construction equipment, would depend on the quantity of equipment used and the hours of operation for each project. The extent of PM_{2.5} and PM₁₀ emissions would depend on the following factors: 1) the amount of disturbed soils, 2) the length of disturbance time, 3) whether existing structures are demolished, 4) whether excavation is involved, and 5) whether transporting excavated materials off-site is necessary. Dust emissions can lead to both nuisance and health impacts. Projects within the VCAPCD would be required to comply with standard regulations that have the effect of reducing air quality emissions, such as compliance with VCAPCD Rule 55 (Fugitive Dust), Rule 62.7 (Asbestos – Demolition and Renovation) and Rule 74.2 (Architectural Coatings).

Response A.6-7

The commenter states there is a discrepancy between that Policy 4.3 of the draft General Plan Update which states that the design features listed are a requirement and Action C-10.10.6 which states that the design features are conditional only if mitigation in CEQA is required, not as a design feature.

As the commenter noted, this comment pertains to the General Plan itself and not the DEIR. No revisions to the DEIR are necessary.

Response A.6-8

The commenter states that some of the “non mobile pollution sources” listed in goal 10.3 of the Draft General Plan Update as included on page 4.2-14 of the DEIR are not non-mobile.

As the commenter noted, this comment pertains to the General Plan itself and not the DEIR. No revisions to the DEIR are necessary.

Response A.6-9

The commenter states that some of the “non mobile pollution sources” listed in goal 10.3 of the Draft General Plan Update as included on page 4.2-14 of the DEIR are not non-mobile. The commenter suggests changing the heading to “non-vehicular” to capture reductions from sources other than on road vehicles.

As the commenter noted, this comment pertains to the General Plan itself and not the DEIR. No revisions to the DEIR are necessary.

Response A.6-10

The commenter states that the less than significant impact determination related to operational project emissions included on page 4.2-15 of the DEIR is incorrect because it is based on VMT per capita analysis that is not an adopted methodology for determining the regional air quality impact of a project. The commenter states that the appropriate method is to quantify the project’s expected mobile, energy, and area emissions using the air emissions model CalEEMod. The commenter requests that the Operation subsection of Impact AQ-2 be amended to include the total estimated project emissions, with references to the CalEEMod appendix and table containing modeled amounts. The commenter states this would have a significant impact and cumulatively considerable net increase of ozone and the cumulative impacts section on pages 4.2-19 and 4.2-20 should be amended accordingly as well.

The City disagrees with the commenter’s characterization of the air quality methodology as incorrect. VCAPCD does not provide guidance for programmatic analysis, as is necessary for planning documents like TO2045. The modeling included in Appendix B is not intended to inform the impact conclusion for Impact AQ-2 but was included in the DEIR for greenhouse gas emissions modeling, which was referenced in Section 4.5, *Greenhouse Gas Emissions*, for informational purposes only. Not only do VCAPCD’s guidelines not address programmatic analysis, but they were adopted in 2003 and are outdated. The City referenced guidance from other air districts with more recent guidelines, which include methodology to base air quality impacts on metrics like VMT, such as that included in the DEIR. Overall, a 25 pound per day threshold is not appropriate for a programmatic analysis that encourages development over a multi-decade planning period and does not contain specific development proposals. When specific development proposals are considered

by the City, and if discretionary approval is required, the City may require air quality analysis that utilizes VCAPCD's project level threshold. No revisions to the DEIR are necessary.

Response A.6-11

The commenter states that the CalEEMod model report does not display the expected fleet mix input for operational year 2045 selected. The commenter requests that the discussion of the CalEEMod model report be amended to include the expected fleet mix for operational year 2045 and what percentage of the fleet mix was electric vehicles. The commenter also recommends that the CalEEMod model incorporate traffic information from Appendix D.

As noted under Response A.6-10, the modeling included in Appendix B was not used to inform analysis of air quality impacts in Section 4.2, *Air Quality*. Therefore, no revisions to the DEIR are necessary.

Response A.6-12

The commenter request that page 4.2-17 of the DEIR be amended to correct the statement states that "VCAPCD does not define health risk thresholds". The commenter states that the VC AQAG contains a section dedicated to toxic air contaminants (TACs) in Section 6.5 with APCD recommending "lead agencies conduct TAC risk assessments in accordance with the CAPCOA Risk Assessment Guidelines, as supplemented by the District's supplemental guidelines." (AQAG, Page 6-7-6-8), which include the thresholds of greater than 10 in a million for cancer risk and greater than 1 for the non-cancer risk and requests that this information be added to page 4.2-17.

The City accepts the commenter's revision, which does not change the DEIR's impact conclusion. The revision is reflected below and in Section 3, *Minor Revisions to the DEIR*. No additional revisions to the DEIR are required in response to this comment.

Section 4.2, *Air Quality*, page 4.2-17:

According to the OEHHA, construction of individual projects lasting longer than 2 months could potentially expose sensitive receptors to substantial pollutant concentrations and therefore could result in potentially significant health risk impacts. CARB suggests sensitive receptors located within 1,000 feet of a freeway could be exposed to similar TAC concentrations as receptors within 1,000 feet of a freeway (CARB 2017). Therefore, for the purposes of this analysis, construction of a project within 1,000 feet of a sensitive receptor could expose receptors to TAC concentrations. In addition, individual residential development projects larger than single-family residences, ADUs, or duplexes can result in potentially significant health risk impacts when Tier 4 construction equipment, which results in substantially lower TAC emissions than older construction equipment, is not utilized. As a result, certain development projects could exceed health risk thresholds if they are located close to sensitive receptors, involve an extended construction duration, and do not utilize Tier 4 or newer construction equipment. VCAPCD recommends that lead agencies conduct TAC assessments in accordance with the CAPCOA Risk Assessment Guidelines, which does not define health risk thresholds; however, adjacent air districts such as the Santa Barbara County Air Pollution Control District uses an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute) as a threshold. Therefore, this construction impact would be potentially significant and implementation of Mitigation Measure AQ-1 would be required.

DEPARTMENT OF TRANSPORTATION

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



*Making Conservation
a California Way of Life*

September 25, 2023

Iain Holt, Senior Planner, AICP
Community Development Department, Planning Division
City of Thousand Oaks
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

RE: 2045 General Plan Update
SCH # 2022060087
Vic. LA-101, LA-23. Citywide
GTS # VEN-2022-00554-DEIR

Dear Iain Holt:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. Thousand Oaks 2045 General Plan Update is a comprehensive update to the City's existing General Plan which was originally prepared in 1970. The proposed project consists of updates to the Thousand Oaks General Plan, including the Land Use and Element, Mobility Element, Parks and Open Space Element, Conservation Element, Community Facilities and Services Element, Arts and Culture Element, Safety Element, Noise Element, Governance Element, and Implementation Actions to mobilize and execute the goals and policies included in the General Plan. The General Plan Update could lead to an additional 7,871 new housing units and 11,845 new jobs in the City.

1

The proposed project's impact on the 2045 citywide VMT per service population falls short of achieving a minimum 15% reduction from the existing levels. Consequently, the proposed project does not align with CEQA Guidelines Section 15064.3, Subdivision (B), resulting in a significant and unavoidable impact.

Despite a 7.7% decrease in VMT rates anticipated with the proposed project's implementation compared to the current conditions, Thousand Oak's VMT per service population is projected to reach 28.68 in 2045. This figure exceeds the threshold of 26.42, which corresponds to a 15% reduction from the existing VMT per service population of 31.08. The Mobility Element of the proposed project includes policies and implementation actions that specifically focus on VMT reduction programs:

2

3

- **Policy 6.1 Decrease vehicle trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
- **Policy 6.2 Decrease vehicle miles traveled.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.
- **Policy 6.3 Emissions reduction.** Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.
- **Policy 6.4 Transportation Demand Management (TDM).** Promote and incentivize the use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.
- **Implementation Action M-A.7 VMT-based transportation analysis policy and VMT mitigations for environmental review.** Adopt and implement the City's Vehicles Miles Traveled (VMT) Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identifies TDM-based mitigations.

Before the City officially adopts VMT analysis Guidelines as outlined in Implementation Action M-A.7 of the proposed project, interim measures are in place. For projects exceeding the City's recommended VMT threshold, determined through project-specific VMT analysis, the City will require project applicants to implement VMT reduction strategies. These strategies will be designed to reduce VMT from existing land uses, where feasible and from new discretionary residential or employment land use projects. The focus of these programs and project-specific mitigation will center on VMT reduction strategies that enhance travel options and promote shared rides through private vehicles, public transit, biking, or walking. These strategies may include, but not limited to:

1. Provision of bus stop improvements or on-site mobility hubs
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc.
3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program
4. Enhancements to the citywide bicycle network
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies and purchase incentives
7. Providing enhanced, frequent bus service
8. Implementation of shuttle service

Following the City's adoption of VMT Analysis Guidelines, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the VMT Analysis Guidelines.

3 cont.

After Mitigation Measure TRA-1 for the General Plan, the individual projects may not consistently meet adopted VMT Analysis Guidelines or effectively mitigate VMT to stay below thresholds. Therefore, the project's impacts related to VMT would be significant and unavoidable. We would recommend the City to consider the following policy/measures for all future projects:

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

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

2. VMT Fee Program for all development within the City boundary in which the program has the potential to address transportation funding challenges, promote sustainability, and offer more flexible and equitable approaches to financing and managing transportation systems. Alternatively, the City may consider a new concept of VMT mitigation banks and exchanges. You may learn this new concept from the following link.

<https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/research-notes/task3886-rns-5-21-a11y.pdf#:~:text=A%20well%20developed%2C%20carefully%20structured%20VMT%20mitigation%20bank,pay%20for%20VMT%20reductions%20elsewhere%20in%20the%20region.>

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

3 cont.

Iain Holt
September 25, 2023
Page 4 of 4

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # VEN-2022-00554-DEIR.

5 cont.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

Letter A.7

COMMENTER: Miya Edmonson, LDR/CEQA Branch Chief California Department of Transportation District 7

DATE: September 25, 2023

Response A.7-1

The commenter thanks the city for being included in the environmental review process for the DEIR. The commenter summarizes the proposed plan including the fact that it could lead to an additional 7,871 new housing units and 11,845 new jobs in the City of Thousand Oaks.

The City thanks Caltrans staff for submitting their comments on the project.

Response A.7-2

The commenter summarizes Impact TRA-2 and states that the proposed impact on the 2045 citywide VMT per service population does not achieve a minimum 15 percent reduction from existing levels. The commenter states that despite the 7.7 percent decrease in VMT rates anticipated with the project's implementation, Thousand Oaks' VMT per service population is expected to reach 28.68 in 2045 which exceeds the threshold of 26.42 which corresponds to a 15 percent reduction from the existing VMT. The commenter states this means the project does not align with CEQA Guidelines Section 15064.3, Subdivision (B), and therefore results in a significant and unavoidable impact.

The City concurs the commenter's summary of VMT findings in the DEIR. No revisions to the DEIR are necessary.

Response A.7-3

The commenter summarizes the policies included in the Mobility Element of the proposed project and interim measures in place requiring project-specific VMT analyses and the requirement that project applicants implement VMT reduction strategies. The commenter expresses the opinion that after implementation of Mitigation Measure TRA-1, the individual projects may not consistently meet adopted VMT Analysis Guidelines or effectively mitigate VMT to stay below thresholds. The commenter recommends the addition of the following policies/measures for all future projects:

1. A post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting should be prepared. Additional mitigation measures should be implemented when the post-development VMT analysis discloses any significant traffic impact.
2. VMT Fee Program for all development within the City boundary in which the program has the potential to address transportation funding challenges, promote sustainability, and offer more flexible and equitable approaches to financing and managing transportation systems. Alternatively, the City may consider a new concept of VMT mitigation banks and exchanges.
3. For future projects any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods.

The City will consider these provided policies and measures for future projects facilitated by the General Plan Update that require discretionary approval by the City. The list of VMT reduction strategies found within Mitigation Measure TRA-1 are not all-inclusive; the language of the measure leaves the possibility open for additional mitigation strategies, such as those noted measures 1 and 2 by the commenter, to be implemented for specific development projects. The City notes that measure 3 regarding transportation of heavy construction equipment or materials on State highways is not relevant for VMT impacts. Caltrans regulations and permit would be considered when specific development projects undergo City review. No revisions to the DEIR are necessary.

Residential Equity Building - General Plan Comment

Lynn Burdick <lburdick@gmail.com>

Thu 8/17/2023 12:46 PM

To:General Plan <GP@toaks.org>

You don't often get email from lburdick@gmail.com. [Learn why this is important](#)

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Hello,

My name is Lynn Burdick. I have lived at 324 Los Padres Dr, Thousand Oaks, CA 91361 since 1997. I can be reached at 805-402-4733 or lburdick@gmail.com.

I want to ask that the General Plan include percentages of achieving residential equity building development, not just the numbers. I see 7,871 units of which 486 are single family units, 6,725 are multifamily units, and 660 are ADUs. In my estimation the 6,725 and 660 are going to be 100% rentals. Therefore, only 6% of new residential development will be equity building residential units. This is way, way too low to be able to attract families to come and build their lives in the City. The target should be upwards of 50% of equity building residential units. Keep in mind that only the developers and landlords benefit if 94% of new housing development is rentals. Developers and landlords are businesses, not homeowners who care about the city they live in.

Thank you,
Lynn Burdick

1
2

Letter P.1

COMMENTER: Lynn Burdick

DATE: August 17, 2023

Response P.1-1

The commenter states they have lived in Thousand Oaks since 1997 and provides their contact information.

The City thanks the commenter for their interest in TO2045.

Response P.1-2

The commenter requests that the General Plan include percentages of achieving residential equity building development rather than just numbers. The commenter states an opinion that the 6.752 multifamily units and 660 ADUs included in the general plan will be rentals and therefore only six percent of new residential development will be equity building residential units. The commenter expresses an opinion that this percentage should be closer to 50 percent to attract families to build their lives in Thousand Oaks.

The commenter's assertion that multifamily units are only available for rent and not purchase is unsubstantiated. Furthermore, this comment pertains to the General Plan itself, and is not related to environmental analysis in the DEIR. No revisions to the DEIR are necessary.

Draft General Plan EIR Comments

Luke Salzarulo <lukealzarulo@gmail.com>

Fri 8/18/2023 5:23 PM

To:General Plan <GP@toaks.org>

[You don't often get email from lukealzarulo@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Luke Salzarulo, Kelley Ranch homeowner. I oppose the draft rezoning of the drive in theatre parcel on Kelley. Instead of cramming units and hotels on the old school site and the old drive in theatre, would you please consider the feedback that was gathered in the community survey and input process? We want more parks and we want open space. The original intent of the mixed use zoning was for community gatherings. Let's put in a natural park or wild area there. The local neighborhood would love to be able to access that space to gather, walk, play, and enjoy the beautiful eucalyptus trees. I'm certain that AMC would love to write off this property and let it go to the city. The taxes and liability alone would be enough to get them to dump it. No chance of a theatre coming back there.

1

It stinks that the state is trying to pressure the city to put in more dense units... but nobody here (outside of developers and special interest groups that don't live here) want higher density. That's why we live here and raise our children here.

2

Thanks for taking time to read this. Appreciate any help you can offer in keeping with the rural and open feel of our little city.

Less development, more parks, more trees.

Thank you!

Sent from my iPhone

Letter P.2

COMMENTER: Luke Salzarulo

DATE: August 18, 2023

Response P.2-1

The commenter states that they own a home in Kelley Ranch and oppose the draft rezoning of the drive-in theater parcel on Kelley. The commenter asks the city to consider the feedback given through the community survey and input process and states that the community wants more parks and open space in the area.

The City acknowledges the commenter's opposition to the rezoning of the drive-in theater parcel.

This comment does not pertain to the environmental analysis in the DEIR. Additionally, while the parcel in question will have a new land use designation under TO2045, it is not being rezoned at this time. The commenter can refer to Section 4.10, *Public Services and Recreation*, for an analysis of the project's impact on parks and open space. No revisions to the DEIR are necessary.

Response P.2-2

The commenter expresses opposition to the state's pressure to put more dense units in and states an opinion that nobody in the city other than developers and special interest groups that don't live in the city want higher density. The commenter emphasizes the need for less development and more parks and trees to maintain the rural and open feel of the city.

The City acknowledges the commenter's opposition to housing. This comment does not pertain to the environmental analysis in the DEIR. No revisions to the DEIR are necessary.

Craig Lawson & Co., LLC

Land Use Consultants

Letter P.3

September 1, 2023

Mr. Iain Holt, AICP, Senior Planner
City of Thousand Oaks Planning Division
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Sent via e-mail to: gp@toaks.org

**RE: Thousand Oaks 2045 (“TO2045”) General Plan Update
Notice of Availability for Draft Environmental Impact Report (“EIR”)**

Dear Mr. Holt:

On behalf of GJS, LLC (“GJS”), owner of the commercial property at 550 N. Moorpark Road (southeast corner of Moorpark and Wilbur Roads in the Moorpark Road/Janss Marketplace sub-area) in the City of Thousand Oaks (“City”) since 2005, we appreciate this opportunity to comment on the TO2045 Draft EIR. Currently occupied by a bank, the existing building on GJS’ property recently sat vacant for a five-year period. This long vacancy period reflects a citywide trend where commercial properties at prime locations (such as the Moorpark Road/Janss Marketplace sub-area) remain vacant or underutilized. These vacancies are due to evolving economic conditions and rigid zoning regulations that make it very challenging to attract new tenants (especially the current lack of mixed-use zoning options and high vehicular parking requirements).

GJS supports the Mixed-Use land use designation proposed for their property, as well as TO2045 Goal LU-16, which envisions a mixed-use, walkable future for Moorpark Road, between Thousand Oaks Boulevard and Wilbur Road. GJS also supports TO2045 Land Use Policies 16.1 through 16.4, which propose a future Specific Plan overlay to implement this vision for this Moorpark Road segment, along with building heights up to 75 feet, pedestrian-oriented streetscape improvements, and reduced setback and parking requirements. This Moorpark Road segment is the perfect location for mixed-use development because it is a designated Transit Route (Draft EIR Figure 4.11-3) adjacent to multi-family neighborhoods and within walking distance of offices and major retail destinations, including Janss Marketplace, The Oaks, and Village at Moorpark. The Mixed-Use designation and Specific Plan effort would help achieve TO2045 and associated Climate & Environmental Action Plan (“CEAP”) goals to provide more housing opportunities in a manner that complements the scale and character of the surrounding neighborhood, and to reduce climate change impacts and improve quality of life by contributing to a more walkable neighborhood where residents can live, work, shop, and play.

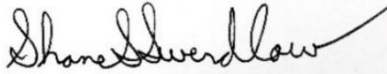
GJS shares the City’s goal to create a vibrant new vision for under-performing commercial areas. **In addition to using mixed-use development as a revitalization tool, GJS urges the City to reevaluate and reduce vehicular parking requirements as zoning regulations are updated.** GJS supports TO2045 Land Use Policies 3.7, 5.6, and 16.4 and Draft EIR Mitigation Measure TRA-1, all of which focus on allowing vehicular parking reductions, while also promoting alternative modes of transportation. GJS urges the City to go one step further and update Zoning Code policies to “right-size” vehicular parking regulations, especially throughout the increasingly walkable Moorpark Road/Janss Marketplace sub-area and Transit Route. Current City parking requirements exceed actual parking demand for many uses and are higher than what other cities require for these same

uses. This is particularly true for restaurants and medical offices, which were the types of community-serving businesses that showed interest in GJS' property during its five-year vacancy period, but ultimately passed because high parking requirements could not be achieved. Reevaluating and reducing vehicular parking requirements to align with actual demand would help revitalize commercial corridors by allowing underutilized properties to be repositioned for new uses. Doing this in conjunction with transportation demand management strategies that encourage alternative modes of transportation would also support TO2045 and CEAP goals to reduce greenhouse gas emissions, improve air quality, and enhance quality of life.

3 cont.

As you advance with this important TO2045 initiative, we appreciate the consideration you are giving to feedback from commercial property owners who play a critical role in contributing to the Thousand Oaks economy and revitalizing the City's commercial corridors. If you have any questions, please contact me at shane@craiglawson.com or (310) 838-2400 x110.

Sincerely,



Shane Stuart Swerdlow, Vice President
Craig Lawson & Co., LLC

Letter P.3

COMMENTER: Shane Stuart Swerdlow, Vice President Craig Lawson & Co. LLC

DATE: September 1, 2023

Response P.3-1

The commenter states they are writing this comment letter on behalf of GJS, LLC. Which owns the commercial property at 550 N. Moorpark Road in Thousand Oaks. The commenter states that the existing building on GJS's property is a bank, but previously it was vacant for five years. The commenter expresses an opinion that this vacancy reflects a citywide trend where commercial properties at prime locations remain vacant and underutilized due to economic conditions and rigid zoning regulations which make it difficult to attract new tenants.

The City acknowledges the commenter's opinion regarding vacancy trends in the city. This comment does not relate to the analysis in the DEIR. No revisions are necessary.

Response P.3-2

The commenter expresses support for the mixed-land use designation proposed for their property and for Goal LU-16 and Land Use policies 16.1 through 16.4 included in the TO2045 General Plan which envisions a mixed-use walkable future for Moorpark Road. The commenter states an opinion that their property is the perfect location for mixed-use development and that the mixed-use designation and specific plan effort would help to achieve TO2045 and associated Climate and Environmental Action Plan (CEAP) goals.

The City acknowledges the commenter's support of the land use policies in TO2045 and mixed-use land designations. This comment does not relate to the analysis in the DEIR. No revisions are necessary.

Response P.3-3

The commenter requests that the city reevaluate and reduce vehicular parking requirements as zoning regulations are updated. The commenter expresses support for TO2045 Land Use Policies 3.7, 5.6, and 16.4 and DEIR Mitigation Measure TRA-1 and request that the city build on these to update Zoning Code policies to "right-size" vehicular parking regulations. The commenter expresses the opinion that current city parking requirements exceed actual parking demands and states they have had potential tenants pass on their property in the past due to high parking requirements. The commenter expresses the opinion that reducing parking requirements while encouraging alternative modes of transportation would support TO2045 and CEAP goals.

The City acknowledges the commenter's request for a reevaluation of parking requirements in zoning regulations, support for land use policies in the General Plan, and support of Mitigation Measure TRA-1. This comment does not relate to the analysis in the DEIR. No revisions are necessary.

Letter P.4

Comments on EIR report

karen wilburn <karenwilburn32@outlook.com>

Sat 9/2/2023 3:00 PM

To: General Plan <GP@toaks.org>

Cc: Bob Engler <BEngler@toaks.org>; David Newman <DNewman@toaks.org>; Kevin McNamee <KMNamee@toaks.org>; Al Adam <AAdam@toaks.org>; Mikey Taylor <MTaylor@toaks.org>

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Iain,

I would like to address the following for the draft EIR. The comments below are on page 46 of the draft. The residents of Newbury Park have expressed concern about traffic volumes in the area around the Borchard parcel should the land use be changed. We've pointed out the property has limited access points which travel through two land single family roads which cannot be widened. In addition I've recently discovered that Thousand Oaks' "objective standards" prohibit cul-de-sacs, dead ends or street barriers in new developments, so it's possible when a plan is submitted the city may be unable to require a design which will prevent the parcel from being a shortcut from Borchard to Wendy meaning that traffic will be forced onto these two lane roads. Residents have also expressed concern resulting from evacuations during the 2018 fires.

1

I just came across this 2019 AP article which analyzed the evacuation problems of the Paradise fire which resulted in so many deaths. It lists Newbury Park including Dos Vientos in the worst 1% of high risk fire zones in the state of population to evacuation routes, yet the EIR seems to dismiss this. I understand this EIR is not a project EIR but it seems simplistic to brush this aside just because the GP has policies to address emergency access, especially when the major roads throughout Newbury Park are already built out and most cannot be widened. I ask that this be more specifically addressed in the final EIR. It doesn't have to be Borchard specific.

2

Impact	Mitigation Measure	Significance After Mitigation
Wildfire		
Impact W-1: TO2045 includes policies to address emergency access, response, and preparedness. Therefore, TO2045 would not substantially impair an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.	None required	Less than significant with mitigation.
Impact W-2: TO2045 includes policies to ensure development would not exacerbate wildfire risk due to slope, prevailing winds, or other factors. Furthermore, development facilitated by TO2045 would adhere to the CFC and be reviewed by VCFD to ensure wildfire risk would not be exacerbated. Therefore, this impact would be less than significant.	None required	Less than significant with mitigation.

https://apnews.com/article/california-wildfires-evacuations-redding-ca-state-wire-6f621c1c54734d0b95d374556c2cf5c0?campaign_id=49&emc=edit_ca_20210929&instance_id=41569&nl=california-today®i

Respectfully,

Karen Wilburn
213-216-1937

Letter P.4

COMMENTER: Karen Wilburn

DATE: September 9, 2023

Response P.4-1

The commenter states that the residents of Newbury Park have expressed concern about potential traffic volumes around the Borchard parcel as a result of the proposed project. The commenter states the Borchard parcel has limited access points and that development under the proposed project could force traffic onto two lane roads which cannot be widened.

Under TO2045, the vacant Borchard parcel would be designated for Mixed-Use, which could increase traffic volumes. While traffic volume data was used to inform the noise analysis of TO2045 in Section 4.7, *Noise*, traffic volumes and resulting congestion are not environmental issues analyzed under CEQA. No revisions to the DEIR are necessary.

Response P.4-2

The commenter states that residents have expressed concern over evacuations on the two-lane roads near the Borchard parcel during the 2018 fires. The commenter cites a 2019 article analyzing evacuation problems of the Paradise Fire which lists Newbury Park as the worst one percent of high fire risk zones in the state regarding evacuation routes. The commenter expresses an opinion that the DEIR dismisses this and requests this issue be specifically addressed in the DEIR.

Wildfire evacuation is addressed in Section 4.13, *Wildfire*, under Impact W-1 in the DEIR. No revisions to the DEIR are necessary.

Draft General Plan EIR Comments

tony scott <reddcatt21@yahoo.com>

Fri 9/8/2023 12:48 PM

To:General Plan <GP@toaks.org>

[You don't often get email from reddcatt21@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Good afternoon, and thank you for taking my comment.

Question. As our city continues to expand, are there any provisions or further discussion on (noise control) due to the extra vehicles 🚗 that will be high impact to the communities. Such as restrictions on modifications on performance pipes, mufflers for cars or motorcycles 🏍️ ???
Which are extremely loud when it's peaceful when sleeping.

Anthony Scott (residence)

Sent from my iPhone

1

Letter P.5

COMMENTER: Tony Scott

DATE: September 8, 2023

Response P.5-1

The commenter asks whether there will be further discussion on noise due to extra vehicles added to the city as the city expands. The commenter specifically asks if there will be restrictions on modifications to performance pipes, and mufflers for cars or motorcycles.

Traffic noise that may result from development facilitated by TO2045 is discussed in Section 4.7, *Noise*, under Impact NOI-1. Traffic noise impacts were found to be less than significant, except on select roadways (see Mitigation Measure NOI-2) for which traffic noise was found to be significant and unavoidable even with mitigation. Furthermore, regulations regarding vehicle modifications that may increase traffic noise are outside of the purview of the General Plan Update. No revisions to the DEIR are necessary.

2045 General Plan Update
Environmental Impact Report
August 2023

CONSERVATION ELEMENT

Pg. 2-15

Goal C-11: Protect historical and culturally significant resources, which contribute to the community's sense of identity. [Who and how are resources established? Years ago the Ventura County Cultural Heritage Board would provide expertise, evaluations and recommendations. Today our City Council does not meet publicly as our Cultural Heritage Board to pro-actively evaluate cultural/historic assets, at risk elements or nominate point of interest or landmark status. A clear mechanism for this preservation role and process has been absent since it was removed from the County.](#)

The attached City of Thousand Oaks Ordinance creating a Cultural Heritage Board form 1980, presents the community with a document highlighting the value placed and tool to ensure the preservation of our unique cultural heritage. 1

It states: “The purpose of this ordinance is to promote the economic and general welfare of th City of Thousand Oak by preserving and protecting___items having special historical or aesthetic character of interest...” My hope is that this General Plan will refer to, and incorporate the goals of our early leaders. Reestablishing an informed, focused and dedicated Cultural Heritage Board would also be a fruitful recommendation.

See attached pdf titled: T.O. Cultural Heritage Brd.pdf

ENVIRONMENTAL IMPACT ANALYSIS

4.4.1 SETTING

C. EXISTING RESOURCES

Timber School House and Timber School Auditorium

Constructed in 1924 and 1948, respectively, the Timber School House and Timber School Auditorium buildings are part of the current Conejo Valley High School campus. The 1924 Timber School building was designed in the Mission Revival architectural style by Roy C. Wilson, the first licensed architect in Ventura County. It is the oldest original school and public building in the Conejo Valley. The Timber School House and Timber School Auditorium were designated as historic landmarks by the Thousand Oaks Cultural Heritage Board in 2004 (City of Thousand Oaks 2023). 2

[\(Timber Schoolhouse and adjacent Auditorium are both a combined Ventura County Landmark #166\) and should be noted as such in this document\)](#)

See: [VENTURA COUNTY HISTORICAL LANDMARKS & POINTS OF INTEREST listing; third addition, May 2016, pages: 50-51](#)

https://docs.vcrma.org/images/pdf/planning/programs/chb/Points_of_Interest.pdf

[#166] Timber School House and Auditorium Built 1924 and 1948 Designated July 13, 2004.

1872 Newbury Road, Newbury Park, CA

The original two-room Timber School was built ca 1924 by Adolph Schroeder and designed by Roy C Wilson, architect, and it is the second school building to occupy this site. There is a later classroom which was added to the east side in 1955, and to the west is the auditorium structure added in 1948. The School is a simple one- story structure built in the Mission Revival style topped by a low gable roof that is capped by a small octagonal cupola that also served as a working bell tower. The Timber School Auditorium was added to the west side of the schoolhouse in 1948.

2 cont.

The auditorium was also designed by Roy C. Wilson, providing a link both aesthetically and historically to the earlier 1924 building.

4.4.2 IMPACT ANALYSIS

PG 4.4-9

a. Methodology and Significance Thresholds Methodology

The assessment of potential impacts to historical, archaeological, and tribal cultural resources were **informed based on a review of readily available information from the City’s Public Information Office website.** In addition, this assessment includes a summary of the City’s consultation efforts pursuant to AB 52 and SB 18. As a programmatic document, this Program EIR presents a citywide assessment of the proposed project. Because the Program EIR is a long-term document intended to **guide actions for many years into the future, this analysis relies on program-level and qualitative evaluation.**

NOTE: I have been a resident of the Conejo Valley and have noticed a lack of proactive evaluation of historic assets and a minimal effort to document existing elements that may be significant or at-risk. The listing of Historic Landmarks on the City’s website should be reviewed by local historians and third-party professional researchers for accuracy.

3

“Readily available” information is extremely limited, so **I suggest a survey be created to evaluate elements within the Conejo older than 45 years to determine cultural and historical relevancy proactively.** If our community is truly interested in historic conservation, such a survey would create the groundwork for future preservation efforts. Rather than debate multiple development proposals, pursue expensive legal challenges and generated a multitude cultural heritage reviews—a overview survey, by professionals recognized by their historic evaluation credentials, could eliminate decades of debate and potential historic loss.

b. Project Impacts and Mitigation Measures

PG 4.4-10

4

Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Impact CUL-1 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD HAVE THE POTENTIAL TO CAUSE ADVERSE CHANGES TO THE SIGNIFICANCE OF HISTORICAL RESOURCES. IMPACTS WOULD BE POTENTIALLY SIGNIFICANT AND UNAVOIDABLE WITH MITIGATION INCORPORATED.

As discussed in Section 4.4.1, **Setting, there are 14 resources listed in either the NRHP, CRHR, or designated locally as a landmark or point of interest.**

Why have we limited this scope to only 14 listed resources?" The are potential cultural resources like the Eichler District that could easily be considered points of interest to the City, State, County and Nation. **We could substantially reduce CEQA debates and loss of potential cultural assets by looking beyond this narrow 14 item list.** The proposed project would guide the general distribution, location, and extent of the various land uses in Thousand Oaks. Currently, there are no development plans included in the proposed project which would substantially alter a historical resource; however, the proposed project could facilitate development on parcels containing buildings that meet the age threshold for potential historical resources, pursuant to CEQA. The proposed project could also facilitate development near historical resources, which **could potentially alter the historic context of the resources.** The proposed project’s Conservation Element includes the following policies which would minimize impacts to historical resources within Thousand Oaks:

4 cont.

- Policy 11.1: Cultural Resource Identification and Recognition. Identify and, as appropriate, recognize significant cultural resources by identifying significant cultural resources with landmark designation plaques, directional signage, self-guided tours, programs, and events.

PG 4.4-11

These policies would help reduce impacts to **(existing and potential)** historical resources **(and districts)**; however, they do not require formal historical resource evaluations or the consideration of measures to reduce potential impacts to historical resources. As such, development facilitated by the proposed project could result in substantial alterations to historical resources. This would be a potentially significant impact to historical resources, and implementation of mitigation measures is required. **(A Conejo Valley Historic Survey as suggested above would avoid much of the “potentially significant impacts,” since a developer would know beforehand the status and situation as any given property)**

5

Mitigation Measures
PG 4.4-11

CUL-1 Historical Resources

Prior to project approval, the project applicant shall submit a report to the City that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished. If historical-age features are present, the applicant shall submit a historical resources evaluation to the City prepared in areas that contains buildings, structures, objects, sites, landscape/site plans, or other features that are 45 years of age or older, by a qualified architectural historian or historian

Rather than each project applicant handpick their own evaluative entity, I believe the implementation of an overall **Conejo Valley Historic Survey** would result in a more open and informative evaluation. Rather than a whack-a-mole approach to cultural and historical evaluation—an established and balanced survey would inform residents, developers and staff, to status and nature of any site over 45 years. Unfortunately the current listing of the Conejo's Historical Resources has been an amalgamation of information gathered over the years from sometimes unvetted or possibly self-interest resources that may be outdated. A professional third-party contribution would significantly increase the value and accuracy of any resource list evaluation. Future generations could depend on this resource documentation as source of pride in the unique qualities and heritage of their community.

5 cont.

Letter P.6

COMMENTER: William Maple

DATE: September 13, 2023

Response P.6-1

The commenter asks how resources included in Goal C-11 of the proposed General Plan update are established. The commenter expresses concern that a cultural heritage board does not currently meet publicly to evaluate cultural/historic assets.

This comment pertains to the substance of a General Plan goal and does not pertain to the environmental analysis of historic and cultural resources found in Section 4.3, *Cultural and Tribal Cultural Resources*. No revisions to the DEIR are necessary.

Response P.6-2

The commenter states that Timber Schoolhouse and the adjacent auditorium are a combined Ventura County Landmark (#166) and should be noted as such in the existing resources section of the DEIR.

The City thanks the commenter for the additional detail provided regarding the Timber Schoolhouse and Auditorium. While valuable information, this level of detail is not relevant to the analysis in the DEIR since no changes to either structure are proposed under the project. No revisions to the DEIR are necessary.

Response P.6-3

The commenter expresses concern over the cultural resources analysis included on page 4.4-9 of the DEIR. Specifically, the commenter states the opinion that “readily available” information about the cultural resources in the city posted on the City’s Public Information Office website is extremely limited. The comment suggests that a survey be created to evaluate elements within the Conejo Valley that are older than 45 years to determine cultural and historical relevancy proactively.

The City acknowledges the commenter’s concern over the lack of a proactive historic asset evaluation and the commenter’s suggestion to conduct a survey of historic assets. Such a survey is outside of the scope of the General Plan and subsequent analysis in the DEIR. However, as included under Mitigation Measure CUL-1, project applicants may be required to submit a historic resources evaluation when historical age features (i.e., features over 45 years of age with potential historic significance) are involved. No revisions to the DEIR are necessary.

Response P.6-4

The commenter expresses concern over the cultural resources analysis included on page 4.4-10 of the DEIR. Specifically, the commenter questions why the scope of the analysis is limited to 14 listed resources. The commenter suggests there are other resources in the area that should be considered such as the Eichler District.

As pointed out by the commenter, the DEIR acknowledges that TO2045 could potentially alter the historic context of historic resources. While only 14 resources are listed in Section 4.4.1, Mitigation

Measure CUL-1 would ensure that specific development proposals would include a historic resource evaluation, when applicable. No revisions to the DEIR are necessary.

Response P.6-5

The commenter expresses concern over the cultural resources analysis included on page 4.4-11 of the DEIR. Specifically, the commenter reiterates the need for the survey they recommend in comment P.6-3 and expresses the opinion that such a survey would avoid potentially significant impacts to historical resources. The commenter expresses the opinion that an overall Conejo Valley Historic Survey should be done in lieu of individual project level surveys required by Mitigation Measure CUL-1 as included in the DEIR.

The City acknowledges the commenter's suggestion regarding a Conejo Valley Historic Survey. Please refer to Response P.6-3. No revisions to the DEIR are necessary.



COHEN LAND USE LAW

Charles W. Cohen
Direct Dial: 805.630.5478
Email: ccohen@cohenlanduselaw.com

September 15, 2023

Sent Via Email: gp@toaks.org

Iain Holt, Senior Planner, AICP
Community Development Department
Planning Division
2100 thousand Oaks Boulevard
Thousand Oaks, CA 91362

Re: General Plan Update/Draft EIR/Comment Letter

Dear Mr. Holt:

The current draft Environmental Impact Report (“DEIR”) states that there are other properties in the City, without naming them, that would be appropriate multi-family residential sites. This is to request that such properties be identified in the Alternatives Section. The comprehensive DEIR relates to the General Plan Update as the "project" and does not evaluate impacts and mitigation measures for the identified multi-family properties on the proposed amended Land Use exhibits. As it may be implied that the environmental evaluations apply to the identified properties in the DEIR without specific details of application so, too, they should also apply to the currently unidentified properties that the City Council approves for adding to the Land Use Map as residentially qualified.

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Among such unnamed properties the Council could consider are the Kohl's Shopping Center and its abutting undeveloped acreage on Newbury Road at Kelly Drive, the Seventh-Day Adventist undeveloped property northerly of the regional shopping center known as The Village at Newbury Park, the Cohan Family Albertsons Market shopping center and adjacent undeveloped lot on Reino Road at Maurice Drive and others. The foregoing is offered as appropriate examples.

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It is offered that adding this information and a staff generated list of applicable properties to the Alternatives Section of the DEIR in progress would not delay State Housing Department approval of the City's Housing Element nor the General Plan Update in process and would provide an expedited and expanded inventory of properties for RHNA consideration.

4

Ian Holt
Page 2

We appreciate the opportunity to comment on the well drafted DEIR and look forward to participating in further discussion of our City's future planning effort.

Respectfully submitted,

ss//Chuck Cohen

Charles W. Cohen
Cohen Land Use Law LLP

cc: Andrew Powers, City Manager
Kelvin Parker, Community Development Director

4 cont.

Letter P.7

COMMENTER: Charles W. Cohen, Cohen Land Use Law LLP

DATE: September 15, 2023

Response P.7-1

The commenter requests that other properties in the city appropriate for multi-family residential sites as indicated in the DEIR be explicitly identified in the alternatives section of the DEIR.

The commenter did not identify where in the DEIR it is stated that there are other properties in the City that would be appropriate multi-family residential sites. Land uses analyzed in the DEIR are informed by TO2045 and the selection process does not pertain to the environmental analysis in the DEIR. Therefore, no revisions to the DEIR are necessary.

Response P.7-2

The commenter requests that the DEIR evaluate impacts and mitigation measures for the identified multi-family properties on the proposed amended land use exhibits. The commenter states these evaluations should also apply to the currently unidentified properties referenced in comment P.7-1.

The City emphasizes that analysis of TO2045 in the DEIR is programmatic (i.e., describes and assesses policy-level commitments, not specific development proposals) and includes assumptions about development patterns given the lack of specific site plans. Mitigation measures found within the DEIR would apply to all development facilitated by the General Plan in the city. No revisions to the DEIR are necessary.

Response P.7-3

The commenter suggests that the city consider the Kohl's shopping center and its abutting undeveloped acreage on Newbury Road at Kelley drive, the Seventh-Day Adventist undeveloped property northerly of the regional shopping center known as The Village at Newbury Park, and the Cohan Family Albertsons Market shopping center on Reino Road at Maurice Drive to be included in the proposed project as sites that would be appropriate for multi-family residential sites.

The City acknowledges the commenter's suggestions for potential sites that could accommodate multi-family residential units. This comment does not pertain to environmental analysis in the DEIR. No revisions are necessary.

Response P.7-4

The commenter states that adding the aforementioned information and a staff generated list of applicable properties to the alternatives section of the DEIR would not delay State Housing Department approval of the City's housing element nor the General Plan update and would provide an expedited and expanded inventory of properties for RHNA consideration.

The City thanks the commenter for their interest in the project. The timeline for adoption of City planning documents, such as TO2045 or Housing Element, is not relevant to environmental analysis of TO2045. No revisions to the DEIR are necessary.

Hannah Bireschi

From: Kathy Naoum <kathynaoum116@gmail.com>
Sent: Friday, September 22, 2023 4:18 PM
To: General Plan
Subject: General Plan Update EIR Comment

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September 22, 2023

Dear Mr. Holt,

Thank you for the opportunity to comment on the City of Thousand Oaks General Plan Update Program Environmental Impact Report.

My comments focus on Section 4.11 Transportation and Appendix D.

The proposed mitigation measures will reduce future VMT from a significant and unavoidable impact to less than considerable impact. Appendix D lists out the goals, which as part of the General Plan Mobility Element, would reduce VMT to a less then considerable impact. Below is Goal M-1 from Appendix D:

- **Access and Connectivity**

Goal M-1: Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode

- **Policy M-1.5: Active Transportation.** Reaffirm and implement the Active Transportation Plan, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.

It is my understanding that the Active Transportation Plan (ATP) and the Local Road Safety Plan (LRSP) will be updated on as required basis. If, and when the 2019 ATP and 2021 LRSP are updated, then based on the existing Plans' inclusion in the Goals/Mitigation Measures of the GPU EIR any recommendation/projects currently included in the 2019 ATP and/or 2021 LRSP cannot be removed or deleted. An updated ATP and/or LRSP can only add bicycle and pedestrian projects. The EIR should be VERY clear that existing projects included in the plan CAN NOT be deleted in future updates of the ATP or LRSP.

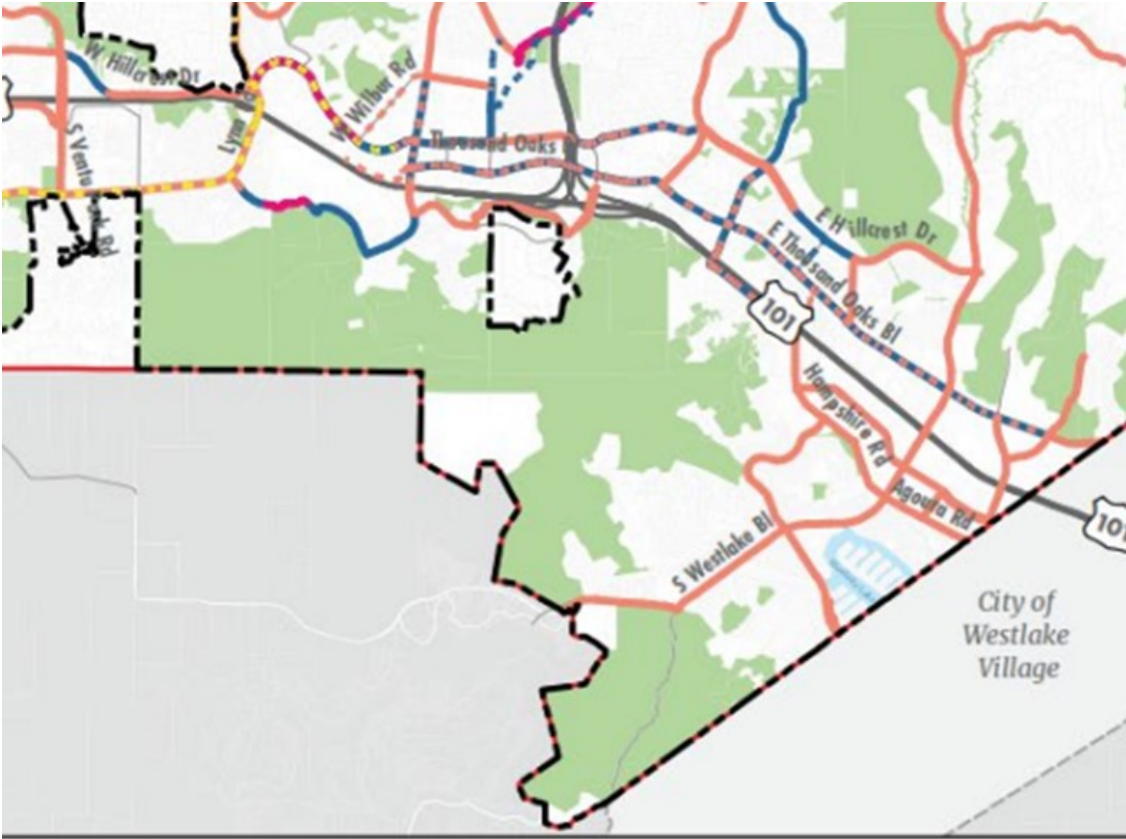
Figure 4.11-2 Bicycle Network in the Planning Area

The map should be revised to make clear what is existing and what is proposed for bike lane striping Thousand Oaks Boulevard between Moorpark Road and the east City limit. A Class II bike lane is currently striped on the southside of Thousand Oaks Boulevard east of Lakeview Canyon Road to the east City limit. The balance of Thousand Oaks Boulevard is Class III with Sharrows in some sections. The 2019 ATP and 2021 LRSP includes a Class II bike lane on all of Thousand Oaks Boulevard. As shown on the section of Figure 4.11-2 below, it's very confusing what is existing and what is proposed for Thousand Oaks Boulevard.

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3 cont.

Thank you for considering my comments.

Sincerely,

Kathleen Naoum

1617 York Place, TO 91362

Letter P.8

COMMENTER: Kathy Naoum

DATE: September 22, 2023

Response P.8-1

The commenter thanks the city for the opportunity to comment on the DEIR.

The City thanks for the commenter for their interest in the project. No revisions to the DEIR are necessary.

Response P.8-2

The commenter expresses concern over the inclusion of the 2019 Active Transportation Plan (ATP) and 2021 Local Road Safety Plan (LRSP) in the goals of the proposed General Plan update used as mitigation for the significant and unavoidable transportation impacts discussed in the DEIR. The commenter suggests the EIR be very clear that existing projects included in the plan cannot be deleted in future updates of the ATP or LRSP.

The City acknowledges the commenter's concern regarding the ATP and LRSP. Revisions to the ATP and LRSP are a separate planning effort from TO2045 and are outside of the scope of the DEIR. No revisions to the DEIR are necessary.

Response P.8-3

The commenter suggests that Figure 4.11-2 in the DEIR be edited to make it more clear what bike lanes are existing and what bike lanes are proposed on Thousand Oaks Boulevard between Moorpark Road and the east city limit.

The City acknowledges the commenter's confusion about Figure 4.11-2. The DEIR provides an overview of bicycle facilities in the city, but, as no specific bicycle infrastructure plans are proposed as part of the project, a high-level overview is appropriate. No revisions to the DEIR are necessary.

Form Submission - Comment Form

Squarespace <form-submission@squarespace.info>

Sat 9/23/2023 10:59 AM

To:General Plan <GP@toaks.org>

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Sent via form submission from [Toaks2045](#)

Name: Sayde Christ

Email: saydechris@gmail.com

Message: Hello, I am writing to ask that there be no land use change at the Borchard Parcel. I've lived in Casa Conejo, Newbury Park my entire life, an NPHS class of 2012 graduate. My dad grew up in NP as well, NPHS class of 1987. While most of my friends ventured out to bigger cities or other states come graduation, I chose to stay in little NP, excited for the day that my kids get to grow up as part of the NPGS, NPPB, Walnut, Sequoia, and NPHS families. I strongly feel that the change of the Borchard Parcel would negatively impact what Newbury Park is. There's such a thing as growing too fast, especially for a small town built around a main road that runs one lane in each direction. If those reading this haven't spent much time in NP over the years, you should know that the traffic between the top of the grade and Ventu Park exit has substantially grown worse over the years. You can't get on this section of the freeway anymore without immediately sitting in standstill traffic - merging onto the freeway at Wendy before the forced exit to Borchard can be a nightmare. I can't imagine adding an entire community of homes that will cause accidents, added traffic, and/or rerouted traffic through the side streets and surrounding neighborhoods to avoid what will surely become an impossible merge. It has been reported by numerous individuals that the owner of this land has taken part in deceptive and downright unethical methods to getting his way - placing false signs on said land and buying alcohol for barely-legal kids to sway their opinions being just a couple. This land owner clearly doesn't understand or value what a slow, suburb life means to those of us who are second and third generations Newbury Park families and is only out to make a buck, whatever the cost. Please do not clear the pathway to change NP for the worse, because those of us who grew up here and are building our lives here will have to leave.

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Letter P.9

COMMENTER: Sayde Christ

DATE: September 23, 2023

Response P.9-1

The commenter requests there be no land use change at the Borchard parcel. The commenter states they have lived in Casja Conejo, Newbury Park their whole life.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Response P.9-2

The commenter expresses an opinion that the change of the Borchard parcel would negatively impact Newbury Park. Specifically, the commenter expresses concern over traffic in the area currently, and the added traffic that would come with the proposed change to the Borchard parcel.

Traffic congestion and delay (as measured by the traditional level of service methodology) is no longer considered an environmental impact under CEQA, but conflicts with policies governing the circulation system (including bicycle, pedestrian, transit, and roadways), VMT, emergency access, and safety hazards are discussed in detail in the DEIR. Future development proposals may include traffic analysis. No revisions to the DEIR are necessary.

Response P.9-3

The commenter states that numerous individuals have reported that the owner of the Borchard parcel has been deceptive and unethical by placing false signs on the land and buying alcohol for barely-legal kids to sway their opinions on this topic.

The property owner's moral character is not relevant to environmental analysis under CEQA. No revisions to the DEIR are necessary.

Letter P.10

From: Matthew Lee <mlee729@yahoo.com>
Sent: Saturday, September 23, 2023 8:43 PM
To: General Plan
Subject: Draft EIR

[You don't often get email from mlee729@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hello,

After reviewing the Draft EIR it is clear that the ideas and thinking of this plan benefit everyone but the residents of Thousand Oaks. The data that has been collected doesn't include how out of sync the road infrastructure is to handle more cars. Take for example the mind numbing transition of the 23 to the 101. How many more accidents have occurred? Reviewing the plan now is taking about bring more traffic to an already busy street borchar. Have you seen how many cars are lined up in the morning or afternoon? The signals are beyond awful for anyone that lives close. Now there's a thought to create a bridge by borchar? I mean where are the 5 extra lanes that are needed just to handle the current traffic now?

1

It's in my best interest to offer the suggestion of rethinking this entire plan and talk to residents that this impacts. This is far from the Thousand Oaks that I was raised in, and now my kids will have to see the consequences of this decision. Please put your thinking caps on and figure out other ways to keep residents happy and safe.

2

Sincerely,
Matthew Lee
Resident of T.O. for the past 35 years.

Letter P.10

COMMENTER: Matthew Lee

DATE: September 23, 2023

Response P.10-1

The commenter expresses an opinion that the project would not benefit residents of Thousand Oaks due to traffic considerations.

Traffic congestion and delay (as measured by the traditional level of service methodology) is no longer considered an environmental impact under CEQA, but conflicts with policies governing the circulation system (including bicycle, pedestrian, transit, and roadways), VMT, emergency access, and safety hazards are discussed in the DEIR. Future development proposals may include traffic analysis. No revisions to the DEIR are necessary.

Response P.10-1

The commenter expresses an opinion that the plan itself needs to be rethought.

The City acknowledges the commenter's opposition to the General Plan. This comment does not pertain to the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

SEPTEMBER 25, 2023

Iain Holt, Senior Planner
City of Thousand Oaks
Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, California 91362
Email: gp@toaks.org

Re: Comments on the EIR for the Public Draft General Plan Update 2045

Dear Mr. Holt:

Thank you for the opportunity to comment on the draft 2045 General Plan Update Environmental Impact Report (EIR). Macerich supports the City's effort to update its General Plan and the stated goal of the draft General Plan Update to develop a business-friendly streamlining of the entitlement process. We offer these comments to provide suggestions on how the City could improve streamlining of the CEQA process for individual projects consistent with the requirements and goals of various statutes and CEQA Guidelines. We also ask that the City consider our comments on the Draft General Plan Update in its analysis in the EIR and the other matters addressed in this letter.

For air quality, noise and traffic mitigation measures identified below that are included as General Plan Update policies, we suggest that the City retain flexibility by incorporating these as CEQA mitigation rather than including the mitigation details as policy items in the General Plan Update. Including these as CEQA mitigation measures will achieve the City's goals of reducing environmental impacts to the extent feasible and will allow for flexibility and substitution of equivalent mitigation in the future. Retention of these as mitigation measures will also facilitate CEQA compliant streamlining for individual projects by allowing General Plan consistent projects to tier or otherwise rely upon the analysis and mitigation measures in this EIR in future CEQA analysis consistent with applicable law. Given the 20 year time frame of the General Plan and the State's emphasis on the expedient development of housing to address existing housing deficits, this type of flexibility is especially encouraged. Incorporating these measures into the General Plan as policies has several disadvantages. For example, some of the identified policies are imposed without allowance for feasibility or available technology and may not be feasible or achievable for a particular site. Imposition of those measures as General Plan policies could inadvertently restrict development the City would like to encourage for a site or require a General Plan amendment even where equivalent mitigation is available or where the mitigation specified in the General Plan policy is infeasible for the site. Further, as technology changes, some of the impacts identified in the EIR (i.e., Air Quality Impacts from cars and trucks or

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construction equipment) may lessen and the mitigation required in the General Plan policy may not be required.

3 cont.

Air Quality. Mitigation Measure AQ-1 (Draft EIR at p. 4.2-18) incorporates Conservation Policy 10.7 in the draft General Plan Update as a CEQA mitigation measure. As described in the EIR, Conservation Policy 10.7 requires certain projects to prepare a construction health risk assessment. We could not locate this policy in the draft General Plan Update, where the last listed policy for air quality is Conservation Policy 10.6, and it appears that the Draft EIR is proposing that the General Plan Update add this policy. For the reasons specified above, we request that the requirements of Conservation Policy 10.7 in the General Plan Update be removed as a land use policy, be addressed exclusively as mitigation measure AQ-1 and, to focus on environmental impacts, be modified to read in its entirety as follows:

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“Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel, to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. If the results of the HRA indicate a significant impact, the HRA assessment shall recommend specific mitigation measures to be implemented that will reduce potential exposure to toxic air contaminants to the extent feasible.”

Similarly, General Plan Conservation Policy 10.6 imposes a requirement for an HRA for sensitive receptors that does not take into account feasibility of mitigation or establish any significance criteria. For the reasons specified above, we request that the requirements of Conservation Policy 10.6 in the General Plan Update be removed from the General Plan and made a mitigation measure in the EIR and be modified to include thresholds of significance, feasibility limits on implementation of mitigation, and provide a specific list of cost effective, feasible, and effective mitigation measures to choose from that may be used by projects to mitigate any significant impacts.

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Noise. Mitigation measure NOI-2 (Draft EIR at p. 4.7-32) implements Vehicle Noise Reduction Measures by requiring the City to fund a fair share mitigation program based on a Traffic Noise Mitigation Study and specifies that the mitigation measures may include but not be limited to sound barrier walls and special roadway paving. While this measure specifies a city-wide noise assessment, it specifically identifies two roadway segments as having significant impacts and requires the City to establish a fair share program to address impacts. It is not clear if the proposal would impose fair share obligations only on new impacts, as permitted by law, or to seek to resolve existing deficits, which is not permissible. For example, at Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard, the impact being mitigated is an imperceptible increase while the existing condition exceeds City standards. Any mitigation should be specifically tailored to only assess fees for new impacts. In addition, while the Draft EIR concludes that operational traffic noise is significant and unavoidable in specified locations,

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it also acknowledges (at pp. 4.7-31-32) that the cost versus benefit ratio of sound barriers and special asphalt materials may make these mitigation measures unreasonable or infeasible as they may be cost prohibitive at certain locations or infeasible due to limited effectiveness of alternative asphalt materials. We respectfully request that NOI-2 be modified to tailor the fair share program as indicated above and to address feasibility and include this assessment of effectiveness, long term viability and cost benefit ratio in the mitigation recommended by the Traffic Noise Reduction Study required by NOI-2. To streamline the CEQA process for individual projects, we also request that the EIR specify the analysis and suite of cost effective, feasible, and effective mitigation measures to choose from that may be used by projects in the interim until the Traffic Noise Reduction Study recommendations are adopted.

7 cont.

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VMT Analysis. With respect to Impact TRA-2, the Draft EIR finds a significant and unavoidable impact for VMT pending adoption of City VMT Guidelines. To reach this significance conclusion, the Draft EIR uses a threshold of 15 percent lower per capita and per employee VMT than existing regional development consistent with the OPR Technical Advisory. The Draft EIR (at pp. 4.11-14-17) acknowledges that the City currently conducts VMT analysis on a case by case basis and plans to do so until VMT guidelines are adopted as specified in General Plan Action M-A.7. To facilitate CEQA streamlining before the City adopts its VMT guidance, we respectfully request that since the City determined VMT impacts for the draft General Plan Update to be significant and unavoidable, the City retain the fifteen percent lower per capita and employee threshold standard for individual projects until the City adopts its VMT guidance. In addition, we request that the City provide a list of potential mitigation measures to select as applicable to individual projects for VMT reductions.

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Thank you for your consideration of our comments and concerns.

Sincerely,

Jon Stoeckly
 Vice President, Development

Letter P.11

COMMENTER: Jon Stoeckly, Vice President of Development, Macerich

DATE: September 25, 2023

Response P.11-1

The commenter thanks the city for the opportunity to comment on the DEIR. The commenter expresses support for the update to the General Plan and the goal to develop a business-friendly streamlining of the entitlement process. The commenter states that their comments are intended to provide suggestions on how the city could improve the streamlining of the CEQA process for individual projects in the future.

The City thanks the commenter's for their interest in the project. No revisions to the DEIR are necessary.

Response P.11-2

The commenter suggests the city incorporate mitigation measures identified as general plan policies for air quality, noise, and traffic into CEQA mitigation measures rather than policies in the General Plan in order to allow for flexibility and substitution of equivalent mitigation in the future. The commenter states that retention of these as mitigation measures will also facilitate CEQA compliant streamlining for individual projects by allowing General Plan consistent projects to tier or otherwise rely upon the analysis and mitigation measures in this EIR in future CEQA analysis consistent with applicable law.

The City acknowledges the commenter's opinion that mitigation measures not be adopted as policies, but as standalone mitigation measures. When future development projects are streamlined by analyzing them for General Plan consistency, consistency with policies would also be required. Therefore, whether a mitigation measure is integrated into TO2045 as a policy or included in the DEIR, it would be implemented for a project that is facilitated by the General Plan. No revisions to the DEIR are necessary.

Response P.11-3

The commenter expresses the opinion that incorporating mitigation for air quality, noise and traffic into General Plan policies would be disadvantageous because it could restrict development the City would like to encourage or require a General Plan amendment even where equivalent mitigation is available or where the mitigation specified in the General Plan policy is infeasible for the site. The commenter also states the opinion that over time technology may lessen some of the significant impacts discussed in the DEIR and mitigation may no longer be required.

As described above under Response P.11-2, inclusion of mitigation measures as General Plan policies would have no functional difference for projects facilitated by TO2045. No revisions to the DEIR are necessary.

Response P.11-4

The commenter recommends that Conservation Policy 10.7 which is proposed as part of mitigation measure AQ-1 on page 4.2-18 of the DEIR be removed as a land use policy and addressed exclusively as mitigation measure AQ-1. The commenter recommends mitigation measure AQ-1 be amended.

The City confirms that Policy 10.7 would be added to the General Plan upon implementation of Mitigation Measure AQ-1 and is not currently in the draft General Plan Update. Mitigation Measure AQ-1 was revised (see Response P.12-3) to provide greater flexibility. No further revisions to the DEIR are necessary.

Response P.11-5

The commenter expresses the opinion that General Plan Conservation Policy 10.6 imposes a requirement for an HRA for sensitive receptors that does not take into account feasibility of mitigation or establish any significance criteria. The commenter requests that this policy be removed from the general plan and made a mitigation measure in the DEIR. The commenter also requests it be modified to include thresholds of significance, feasibility limits on implementation of mitigation, and to include a specific list of cost effective, feasible, and effective mitigation measures to choose from that may be used by projects to mitigate any significant impacts.

Please refer to Response P.11-2 regarding inclusion of mitigation as a policy. No revisions to the DEIR are necessary.

Response P.11-6

The commenter asks whether the fair share mitigation program included in mitigation measure NOI-2 would impose fair share obligations only on new impacts or to seek to resolve existing deficits. The commenter states that it is not permissible for this program to resolve existing deficits. The commenter recommends that any mitigation be specifically tailored to only assess fees for new impacts.

Mitigation Measure NOI-2 would apply only to new impacts on the environment. Environmental impacts under CEQA are based on the difference between existing conditions and proposed changes. Development facilitated by TO2045 that would introduce traffic noise impacts above the thresholds included in the DEIR would be subject to implementation of Mitigation Measure NOI-2. As the commenter suggests, the fair share program would not be utilized to resolve existing deficits, but only apply for a net increase of any new impacts. No revisions to the DEIR are necessary.

Response P.11-7

The commenter requests that mitigation measure NOI-2 be modified to tailor the fair share program to address feasibility and include an assessment of effectiveness, long term viability and cost benefit ratio in the mitigation recommended by the Traffic Noise Reduction Study required by mitigation measure NOI-2. The commenter also requests that the DEIR specify the analysis and suite of cost effective, feasible, and effective mitigation measures to choose from that may be used by projects in the interim until the Traffic Noise Reduction Study recommendations are adopted.

The two noise reduction measures included under Mitigation Measure NOI-2 are examples, but would not be required. Site specific measures would be developed when development proposals are submitted and a Traffic Noise Mitigation Study is prepared, if necessary. The applicant, in conjunction with the City, would identify feasible traffic noise mitigation measures. Please also refer to Response P.12-4 for further information. No revisions to the DEIR are necessary.

Response P.11-8

The commenter requests that the DEIR specify the analysis and suite of cost effective, feasible, and effective mitigation measures to choose from that may be used by projects in the interim until the Traffic Noise Reduction Study recommendations are adopted.

Please refer to response P.11-7. No revisions to the DEIR are necessary.

Response P.11-9

The commenter requests that the city retain the fifteen percent lower per capita and employee threshold standard for individual projects until the City adopts its VMT guidance. The commenter also requests the city to provide a list of potential mitigation measures to select as applicable to individual projects for VMT reductions.

The City acknowledges the commenter's request for retention of the 15 percent below existing conditions VMT threshold and a list of potential mitigation measures. Until Implementation Action M-A.7 is implemented, and as discussed in Section 4.11, *Transportation*, on page 4.11-13, the 15 percent threshold "may not necessarily be utilized by the City as lead agency for future projects. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a project's VMT pursuant to *CEQA Guidelines* Section 15064.3(b)(4). The City anticipates to adopt and implement VMT Analysis Guidelines after adopting TO2045 in compliance with Implementation Action M-A.7, discussed above. Therefore, the 15 percent lower per capita and per employee VMT than existing regional development threshold used to analyze VMT of the proposed project in accordance with the OPR Technical Advisory may not necessarily be used for future projects in Thousand Oaks. As lead agency, the City may choose to adopt a lower threshold than OPR's recommended threshold due to its geographical location relative to employment opportunities, topography, and other considerations. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis per the City's interim administrative policy on VMT Analysis for CEQA Compliance." No revisions to the DEIR are necessary.

Thousand Oaks Marketplace, L.P.
9440 Santa Monica Boulevard, Suite 700
Beverly Hills, CA 90210

September 25, 2023

Iain Holt, Senior Planner
City of Thousand Oaks
Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, California 91362
Email: gp@toaks.org

RE: City of Thousand Oaks 2045 General Plan Update Draft Environmental Impact Report

Dear Mr. Holt:

Thousand Oaks Marketplace, L.P. is the owner of Janss Marketplace, a community shopping and entertainment destination located at the intersection of Moorpark Road and Hillcrest Drive. We appreciate this opportunity to comment on the City of Thousand Oaks 2045 General Plan Update Draft Environmental Impact Report (the “Draft EIR”).

1

One of the objectives of the proposed Thousand Oaks 2045 General Plan Update (the “General Plan Update”) is to revitalize Janss Marketplace as a higher-density, mixed-use area that would include new residential uses with a density of 20 to 30 dwelling units per acre. Pursuant to proposed Implementation Action LU-A.7, the City of Thousand Oaks (“City”) would “[c]oordinate with property owners of key opportunity sites,” including the Moorpark Road/Janss Marketplace sub-area, “to prepare Specific Plan or Master Plan efforts” to implement the goals and objectives of the General Plan Update. We support the goals and objectives of the General Plan Update and look forward to working with the City on the development of a Specific Plan for the Janss Marketplace site.

2

The Draft EIR evaluates the potential environmental effects of the General Plan Update and identifies various mitigation measures that are intended to avoid or reduce these potential effects. Although the mitigation measures generally concern actions that would be taken by the City, many of these measures would apparently be applied to development projects as part of the City’s approval process for such projects in the future and would presumably be incorporated into any Specific Plans for opportunity sites such as the Janss Marketplace. Accordingly, we respectfully request that the City consider the following comments regarding certain mitigation measures identified in the Draft EIR.

3

Mitigation Measure AQ-1

Mitigation Measure AQ-1 is intended to address construction- and operational-related air emissions generated by individual development projects carried out under the General Plan Update, which could potentially result in adverse impacts to local air quality. Mitigation Measure AQ-1, as proposed in the Draft EIR, provides as follows:

AQ-1: Adopt and Implement a New General Plan Policy that Requires Construction HRA

To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:

- Policy 10.7: Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

3 cont.

As proposed in the Draft EIR, Policy 10.7 would effectively require that a HRA be prepared for any development project that is (1) within 1,000 feet of sensitive receptors, (2) will take longer than 2 months, *or* (3) does not utilize certain construction equipment that meets specified criteria. Because the proposed policy uses the disjunctive “or,” any development project with a construction duration of longer than 2 months would require a HRA, including projects that are not within 1,000 feet of sensitive receptors and utilize only construction equipment that meets the specified criteria. Since the construction duration for virtually any development project would exceed 2 months, the proposed policy would effectively require a HRA for every new development project.

Based on our discussions with qualified air quality experts, it is our understanding that a HRA is typically required only where a source of air toxics is being placed near (e.g., within 1,000 feet of) residential uses or other sensitive receptors. Absent such proximity, a HRA is generally not necessary. Moreover, we are informed that a HRA is typically not necessary for exposures less than 5 months in duration.

Accordingly, we recommend that the first sentence of proposed Policy 10.7 be revised as follows:

Policy 10.7: Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 5 months, ~~or~~ and does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts.

Mitigation Measure NOI-2

Mitigation Measure NOI-2 is intended “to minimize roadway vehicle noise impacts on roadways that would generate significant traffic noise increases, which include Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.” (Draft EIR, p. 4.7-31.) Mitigation Measure NOI-2, as proposed in the Draft EIR, provides as follows:

NOI-2: Implement Roadway Vehicle Noise Reduction Measures

The City shall implement a developer fair share mitigation program to fund the following measures for projects operated on the following roadway segments in the city: Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.

The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as “quiet pavement” to reduce traffic noise impacts at impacted roadways throughout the city. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Traffic noise reduction measures may include, but are not limited to:

- **Sound Barrier Walls.** Construct sound barriers (e.g., walls or solid fences) along impacted roadways where there are no driveways that would break continuity and along the residential portions or other sensitive receiver locations of such roadways. The sound barriers would be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot and a minimum height of six feet, as measured from the base elevation; and/or
- **Special Roadway Paving.** Install “quiet pavement” roadway improvements, such as rubberized asphalt or open-grade asphalt concrete overlays along impacted roadway segments where sound barriers are determined not to be feasible.

The proposed “fair share” mitigation program is not adequately described. Among other things, it’s unclear how the required “fair share” contribution would be determined.

Furthermore, we have serious concerns regarding the concept of installing “sound barrier walls” along roadways that traverse commercial and mixed-use areas. Among other things, sound walls would conflict with the goal of enhancing the “walkability” of such roadways and could have a negative economic impact on businesses in the area due to decreased visibility. In addition, sound walls could have secondary environmental

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6

impacts that have not been evaluated, including potential impacts on aesthetics and public safety.

The Draft EIR acknowledges that “the costs versus benefits ratio” of sound barrier walls “in relation to the number of benefitted households *may not be reasonable in all cases.*” [Draft EIR, p. 4.7-31 (emphasis added).] Similarly, regarding the concept of installing special roadway paving, the Draft EIR states as follows:

Although the amount of noise reduction from rubberized/special asphalt materials would be sufficient to avoid the predicted noise increase due to roadway vehicles *in some cases*, the potential up-front and ongoing maintenance costs are such that the *cost versus benefits ratio may not be reasonable*. In addition, the study found that *noise levels increased over time due to pavement raveling*, with the chance of noise level increases being higher after a 10-year period. [Draft EIR, p. 4.7-31 (emphasis added).]

5 cont.

Ultimately, the Draft EIR concedes that “it is not known whether implementation of Mitigation Measure NOI-2 would be feasible and reasonable in all cases to mitigate operational traffic noise levels to less than significant, and this impact is considered significant and unavoidable.” (Draft EIR, p. 4.7-31.)

In summary, there are significant questions regarding the efficacy and feasibility of proposed Mitigation Measure NOI-2. We also question the wisdom of committing to a “fair share” program that has yet to be developed for the purpose of funding improvements that have not been fully vetted from a cost-benefit standpoint and may be contrary to established City policy. Furthermore, as noted in the Draft EIR, the potential noise impact will be “significant and unavoidable” whether or not this measure is adopted. For these reasons, we strongly urge the City to refrain from adopting this proposed mitigation measure.

6

Mitigation Measure PAL-1

Mitigation Measure PAL-1 is intended to address potential impacts to paleontological resources that may result from individual development projects carried out under the General Plan Update. Mitigation Measure PAL-1, as proposed in the Draft EIR, provides in relevant part as follows:

PAL-1: Retention of Qualified Professional Paleontologist

Prior to submittal of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units . . . the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project’s potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a

7

less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist’s findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.

As proposed, this measure would require the retention of a qualified paleontologist and the assessment of potential impacts on paleontological resources “*prior to* submittal of a discretionary development application ...” (emphasis added). In our view, requiring a assessment of potential impacts on paleontological resources before an application is even filed puts the cart before the horse and is simply unworkable. Rather, this assessment, if required, should take place only as part of the City’s review of a project’s potential impacts on the environment under CEQA – which is conducted *after* an application for a discretionary approval is filed.

7 cont.

Accordingly, we recommend that the first sentence of this proposed mitigation measure be revise as follows:

“Prior to submittal As part of the City’s review of the potential environmental effects of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units . . . the City shall require a Qualified Professional Paleontologist”

Mitigation Measure TRA-1

Implementation Action M-A.7 of the General Plan Update calls for the City to adopt and implement the City’s Vehicles Miles Traveled (“VMT”) Analysis Guidelines, which will define VMT-based thresholds of significance for transportation impacts in environmental review and identify TDM-based mitigations. However, because such guidelines and mitigations have yet to be adopted or implemented, the Draft EIR proposes Mitigation Measure TRA-1, which provides as follows:

TRA-1: Achieve VMT Reductions for Development Projects

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In the interim, prior to the City adopting VMT Analysis Guidelines included as Implementation Action M-A.7 of the proposed project, for individual projects that exceed the City’s recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or

walking. VMT reduction strategies may include, but are not limited to, the following:

1. Provision of bus stop improvements or on-site mobility hubs
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc.
3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program
4. Enhancements to the citywide bicycle network
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies and purchase incentives
7. Providing enhanced, frequent bus service
8. Implementation of shuttle service

Following the City’s adoption of VMT Analysis Guidelines, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the VMT Analysis Guidelines.

In effect, this mitigation measure would establish an interim procedure that would require the City to engage in ad hoc decision-making concerning VMT reduction strategies on a project-by-project basis, without the benefit of the research and analysis that would go into the development of the City’s actual VMT Analysis Guidelines. Moreover, the stated threshold for triggering the proposed VMT analysis under this interim measure (*i.e.*, “individual projects that exceed the City’s recommended threshold below the VMT average based on project-specific VMT analysis”) is unclear. Among other things, the City’s “recommended threshold below the VMT average” is not specified. Moreover, the effect of any particular VMT reduction strategy on the VMT calculation for any particular development project is not specified, which could lead to arbitrary and/or inconsistent decision-making.

8 cont.

Implementation of this interim measure would create uncertainty regarding the VMT analysis and required reduction strategies for a proposed development project, and could have the unintended consequence of delaying the development and adoption of the City’s actual VMT Analysis Guidelines. The City should refrain from adopting Mitigation Measure TRA-1, and should instead focus its efforts and resources on developing and adopting VMT Analysis Guidelines as required by proposed Implementation Action M-A.7.

Conclusion

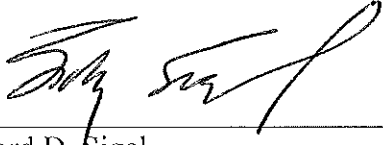
Overall, the Draft EIR appears to adequately describe the potential environmental effects of the General Plan Update and measures to avoid or reduce such effects. However, we urge the City to consider revisions to certain proposed mitigation measures and to refrain from adopting other measures, as discussed above.

9

Thank you for your consideration.

9 cont.

Sincerely,



Sanford D. Sigal
President and Chief Executive Officer
Newmark Merrill Companies

On behalf of
Thousand Oaks Marketplace, L.P.

Letter P.12

COMMENTER: Sanford D. Sigal on behalf of Thousand Oaks Marketplace L.P.

DATE: September 25, 2023

Response P.12-1

The commenter states that Thousand Oaks Marketplace L.P. is the owner of Janss Marketplace located at the intersection of Moorpark Road and Hillcrest Drive. The commenter expresses appreciation for the opportunity to comment on the DEIR.

The City thanks the commenter for their interest in the project. No revisions to the DEIR are necessary.

Response P.12-2

The commenter expresses support for the goals and objectives of the General Plan update and looks forward to working with the city on the development of a Specific Plan for the Janss Marketplace site.

The City acknowledges the commenter's support for TO2045. No revisions to the DEIR are necessary.

Response P.12-3

The commenter states that as proposed in the DEIR Policy 10.7 would require an HRA to be prepared for any development project that is (1) within 1,000 feet of sensitive receptors, (2) will take longer than 2 months, or (3) does not utilize certain construction equipment that meets specified criteria. The commenter states that this means an HRA would be required for every new development project because virtually any development project would exceed two months. The commenter states that based on their discussions with qualified air quality experts, an HRA is typically required only where a source of air toxics is being placed near (e.g., within 1,000 feet of) residential uses or other sensitive receptors. Absent such proximity, an HRA is generally not necessary. The commenter also explains that they have been informed that an HRA is typically not necessary for exposures less than 5 months in duration. Based on this, the commenter recommends that the first sentence of proposed Policy 10.7 be revised as follows:

“Policy 10.7: Require new development that is within 1,000 feet of sensitive receptors, will take longer than 5 months, and does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts.”

The City acknowledges that the use of disjunctive language, such as “or” is inappropriate for Mitigation Measure AQ-1, and would apply to almost all development proposals. However, the claim that an HRA is not typically necessary for exposures less than 5 months in duration is unsubstantiated. Therefore, Mitigation Measure AQ-1 is edited so that a construction HRA is required only when all three conditions in the proposed new Policy 10.7 are met. The revision is reflected in Section 3, *Minor Revisions to the DEIR*. The revision would not result in a different impact conclusion than was already included in the DEIR. No additional revisions to the DEIR are required in response to this comment.

Section 4.2, *Air Quality*, page 4.2-18:

AQ-1 *Adopt and Implement a New General Plan Policy that Requires Construction HRA*

To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:

- **Policy 10.7:** Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, ~~and~~ ~~or~~ does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

Response P.12-4

The commenter expresses the opinion that the fair share program included in mitigation measure NOI-2 is not adequately described and it is unclear how the fair share contribution would be determined.

The fair share mitigation program will be developed by the City at a later date. While there is an absence of robust details around determining and describing fair share contributions, that level of detail is not necessary at this stage of planning nor lessens the enforceability of Mitigation Measure NOI-2. No revisions to the DEIR are necessary. For further information on fair share contributions, see Response P.11-7.

Response P.12-5

The commenter expresses concern about installing sound barrier walls along roadways that traverse commercial and mixed-use areas. The commenter expresses the opinion that installing these would conflict with the goal of enhancing the walkability of these roadways and could have a negative economic impact on businesses in the area due to decreased visibility and that the soundwalls could have secondary environmental impacts. The commenter calls attention to the statements made on page 4.7-31 of the DEIR which indicate that implementation of mitigation measure NOI-2 may not be reasonable in all cases.

Sound barrier walls are listed as a traffic noise reduction measure that may be included in a fair share mitigation program, but are not a requirement. Specific traffic noise reduction measures need not adhere to the two examples provided in Mitigation Measure NOI-2 and project-specific measures may be proposed when a Traffic Noise Reduction Study is prepared by a qualified acoustical consultant. At this stage in planning, it is unknown what specific measures would be feasible at a specific project site; therefore, the DEIR includes a significant and unavoidable impact. No revisions to the DEIR are necessary.

Response P.12-6

The commenter urges the city to refrain from adopting Mitigation Measure NOI-2 due to concerns over its efficacy and feasibility and because the impacts to noise would remain significant and unavoidable even with its implementation.

The City acknowledges the commenter's opposition to Mitigation Measure NOI-2. Please refer to Responses P.12-4 and P.12-5. No revisions to the DEIR are necessary.

Response P.12-7

The commenter expresses concern over the fact that mitigation measure PAL-1 would require the retention of a qualified paleontologist and the assessment of potential impacts on paleontological resources prior to submittal of a discretionary development application. The commenter expresses the opinion that this is unworkable and recommends that the first sentence of mitigation measure PAL-1 be revised as follows:

"As part of the City's review of the potential environmental effects of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units .. the City shall require a Qualified Professional Paleontologist"

The City acknowledges that preparation of a paleontological resources assessment may not always be advisable prior to submittal of an application. Therefore, the City agrees with a revision of Mitigation Measure PAL-1 to allow for greater flexibility of the timing of submittal of a paleontological resources assessment. The revision is reflected in Section 3, *Minor Revisions to the DEIR*. The revision would not result in a different impact conclusion than was already included in the DEIR. No additional revisions to the DEIR are required in response to this comment.

Section 4.8, Paleontological Resources, page 4.8-11:

PAL-1 Retention of Qualified Professional Paleontologist

Prior to ~~approval~~ ~~submittal~~ of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Llajas Formation, sandstone, Llajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project's potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist's findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.

Response P.12-8

The commenter expresses concern over mitigation measure TRA-1. The commenter states the opinion that the threshold for triggering the proposed VMT analysis under the interim measure included in mitigation measure TRA-1 is unclear. The commenter expresses concern that the effect

of any particular VMT reduction strategy on the VMT calculation for any particular development project is not specified, which they believe could lead to arbitrary and/or inconsistent decision-making. The commenter expresses the opinion that implementation of this interim measure would create uncertainty regarding the VMT analysis and required reduction strategies for a proposed development project, and could have the unintended consequence of delaying the development and adoption of the City's actual VMT Analysis Guidelines. The commenter requests that the city refrain from adopting mitigation measure TRA-1 and recommends that the city instead focus on developing and adopting VMT Analysis Guidelines as required by proposed Implementation Action M-A.7.

The City acknowledges the commenter's opposition to Mitigation Measure TRA-1. The VMT Analysis Guidelines will be developed by the City at a later date. While there is an absence of robust details around determining VMT thresholds and effectiveness of specific mitigation strategies, that level of detail is not necessary at this stage of planning nor lessens the enforceability of Mitigation Measure TRA-1. Please refer to Response P.11-9 for further discussion of VMT analysis. No revisions to the DEIR are necessary.

Response P.12-9

The commenter expresses overall satisfaction with the DEIR, however they urge the city to consider their proposed revisions and to refrain from adopting mitigation measures as described in their comments above.

The City acknowledges the commenter's opposition to previously referenced mitigation measures. Please refers to Responses P.12-3 through P.12-8. No revisions to the DEIR are necessary.

From: Wendy Zimmerman <wdzimmerman@yahoo.com>
Sent: Monday, September 25, 2023 4:52 PM
To: General Plan
Subject: EIR Comments

You don't often get email from wdzimmerman@yahoo.com. [Learn why this is important](#)

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Iain Holt, Senior Planner
City of Thousand Oaks
Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, California 91362
Email: gp@toaks.org

Dear Mr. Holt,

The City of Thousand Oaks planning process has been flawed and inaccurate since the beginning of the updating of the general plan process to cover up to 2045. Much of it is your fault because of your obvious bias against the people of Newbury Park and misrepresentations including calling Newbury Park "Rancho Conejo." The EIR report continues to reflect your flawed thinking and planning, ignorance of Newbury Park's land and people, and your desire to make Newbury Park the "sacrificial lamb" so to speak in order to protect other parts of Thousand Oaks from having to adapt to change, growth, and share the burdens of meeting State of California requirements. The dumping is not only unfair, it is unconscionable and impractical.

1

In your transportation section you have segments related to Wendy Drive that do not connect. Wendy Drive and Reino Roads are PARALLEL, they do not intersect at any point.

2

Wendy Dr to Reino Rd 15,970 18,200 45 4 96.75% 0.78% 1.48% 78.6% 12.6% 8.7%

Further, if the Borchard parcel is developed with over 1,000 housing units plus commercial in mixed use, the numbers attributed to additional VMT are absurd. Surely you have one of the most idiotic typos in thinking that such a development will only generate an extra 10 trips impacting COUNTY streets like Wendy Drive through Casa Conejo, and Alice Drive. Even adding at least 2 more zeros to this absurdly low number won't fix the problem.

3

The streets of Casa Conejo are old, narrow, and were not ever designed to be an access point for a large development with potentially thousands more residents. Our streets

4

work hard enough serving the current population of Casa Conejo and Fox Meadows. We already have very long waits to turn onto Wendy Drive. The streets do not meet State requirements for projects such as the one TO is threatening to approve through upzoning the land for massive development. They already flood when it rains hard. They would be impassible during storms if development water is channeled onto them because it can't be absorbed and held by land designated for flood control and covered by a Ventura County easement. These communities will suffer from traffic overload preventing them from having safe access to and from their homes, increase speeding, trash, noise and air pollution by people speeding through these quiet, long established neighborhoods of single family homes. Streets like Bella, Alice, Shirley, Denise and more were not designed to be thoroughfares. Further, many residents now can ONLY get to and from their homes via Wendy Drive.

4
cont.

The trash dumped by the Casa Linda apartments (only 24 units in two stories on the Casa Conejo border is a regular eyesore with unhealthy dumping of food containers, old furniture, clothing, and worse on the parkways belong to Casa Conejo homes on Bella. The thought of having so much more garbage and overload on more streets makes me ill.

5

Thousand Oaks does not have the right to abuse County Streets and expect County residents to shoulder the additional wear and tear such development would cause in addition to their loss of privacy and blocking of views by multi-story buildings.

6

There are good reasons to keep development on the Borchard possible to a minimum that will help the land continue to do its job as a flood control basin. Many home owners along the arroyo pay extra flood insurance. If protections are lost, their homes may become uninsurable. This land provides important wildlife habitat for frogs, birds, and many more creatures. Pollutants would also kill off birds, plants, reptiles, fish and other wildlife that depends on the arroyo waters for life and sustenance.

7

Thousand Oaks has inadequate public transportation. CA law mandates public transportation be more effective to serve additional residents who will be provided with less parking. TO's limited 8-5 Monday - Friday thinking is outdated and ineffectual. It does not meet modern needs for night time transit for both evening workers and residents. It does not link to other transit systems except for very limited hours. TO wastes money and resources on empty buses going to places that are not in demand and don't run at times when they could be better utilized.

8

We are losing wildlife habitat at an alarming rate. A few new trees cannot do the same job as long established trees to provide habitat for wild life, shade for people, and natural air purification. Climate change is real and we are experiencing more of it than most. The large industrial expansion in Newbury Park does NOT provide adequate landscaping to mitigate the heat. This growth is forcing wildlife into smaller areas and making it more difficult even for people to access and enjoy the Conejo Canyons and other open space systems.

9

Time for the City to consider and to protect all of its existing residents--humans, animals, birds, reptiles, insects, plants and all living things. Current growth and intensified development plans do not do this.

Go back to the drawing board. Fix the errors. Be fair and considerate of all the residents and neighbors of TO. Better is possible.

Wendy Zimmerman
Newbury Park

10

Letter P.13

COMMENTER: Wendy Zimmerman

DATE: September 25, 2023

Response P.13-1

The commenter expresses the opinion that the Thousand Oaks planning process is flawed and inaccurate. The commenter expresses an opinion that the city is biased against the people of Newbury Park.

The City acknowledges the commenter's opinion. No revisions to the DEIR are necessary.

Response P.13-2

The commenter states that the transportation section of the DEIR indicates that Wendy Drive and Reino Road connect when they are actually parallel roads that do not intersect.

Please refer to Responses A.1-2 and A.1-3 regarding traffic data found in Appendix D related to Wendy Drive. No revisions to the DEIR are necessary.

Response P.13-3

The commenter expresses an opinion that if the Borchard parcel is developed with over 1,000 housing units in addition to commercial uses, the additional VMT numbers included in the DEIR are incorrect.

Please refer to Responses A.1-2 and A.1-3 regarding traffic data found in Appendix D related to ADT and Wendy Drive. Further, no specific development projects are proposed under TO2045. No revisions to the DEIR are necessary.

Response P.13-4

The commenter states that the streets of Casa Conejo are old and narrow. The commenter expresses concerns over traffic, trash, noise, air pollution and flooding on the streets of Casa Conejo with implementation of the proposed project.

Congestion and delay (as measured by the traditional level of service methodology) are no longer environmental topics considered under CEQA. Flooding is addressed in Section 4.14.5, *Hydrology and Water Quality*, in Section 4.14, *Effects Found Not To Be Significant*, noise pollution is addressed in Section 4.7, *Noise*, and air pollution is addressed in Section 4.2, *Air Quality*. No revisions to the DEIR are necessary.

Response P.13-5

The commenter expresses concern over trash currently produced and left on the street by the Casa Linda apartments and over the trash future development could produce.

This comment does not pertain to environmental analysis in the DEIR. No revisions to the DEIR are necessary.

Response P.13-6

The commenter expresses the opinion that the city does not have the right to abuse county streets and expect county residents to shoulder the additional wear and tear caused by additional future development, in addition to loss of privacy and views.

Roadway maintenance and loss of privacy are not environmental issues under CEQA. Views are discussed in Section 4.1, *Aesthetics*, and impacts were found to be less than significant. No revisions to the DEIR are necessary.

Response P.13-7

The commenter expresses concern over pollutants, flooding and wildlife habitat on the Borchard parcel.

As discussed under Impact BIO-2 in Section 4.3, *Biological Resources*, impacts of TO2045 on riparian habitat and wetlands would be less than significant. Further, as shown on Figure 4.3-2, the Borchard parcel does not contain wetlands as inventoried on the National Wetlands Inventory (2023). Flooding is addressed in Section 4.14.5, *Hydrology and Water Quality*, where impacts were found to be less than significant. Impacts to special-status species and plants are discussed under Impact BIO-1 in Section 4.3, *Biological Resources*, and found to be less than significant with implementation of mitigation. No revisions to the DEIR are necessary.

Response P.13-8

The commenter expresses the opinion that the city does not have adequate public transportation to support development facilitated by the proposed project. The commenter expresses the opinion that the city's 8-5 Monday- Friday schedule for public transportation is outdated and ineffectual.

Public transit frequency and routes are not environmental issues analyzed under CEQA. However, the project's consistency with programs, plans, ordinance, or policies addressing transit facilities is discussed under Impact TRA-1; impacts were found to be less than significant. No revisions to the DEIR are necessary.

Response P.13-9

The commenter expresses concern over loss of wildlife species, loss of trees, climate change, and rising temperatures in Newbury Park. The commenter states that the industrial expansion in Newbury Park does not provide adequate landscaping.

Please refer to Response P.13-7. Climate change is addressed in regards to greenhouse gas emissions in Section 4.5, *Greenhouse Gas Emissions*. Landscaping plans are not available at this stage in planning nor is ornamental landscaping a required topic under CEQA. No revisions to the DEIR are necessary.

Response P.13-10

The commenter expresses the opinion that current growth and intensified development do not protect all of the city's existing residents, including people, animals, and all living things.

Please refer to Response P.13-7. No revisions to the DEIR are necessary.

Letter P.14

From: [Carol Inglis](#)
Sent: Monday, September 25, 2023 4:21 PM
To: General Plan
Subject: Borchard & Michael

You don't often get email from carolic21@hotmail.com. [Learn why this is important](#)

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No changing the zoning and land use for the Borchard parcel.
Leave the wetlands alone.
Thank you,

Carol Inglis

1

Letter P.14

COMMENTER: Carol Inglis

DATE: September 25, 2023

Response P.14-1

The commenter expresses opposition to changing the zoning and land use for the Borchard parcel.

The City acknowledges the commenter's opposition to the zoning and land use change. While the parcel in question will have a new land use designation under TO2045, it is not being rezoned at this time. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.15

From: [Denise Derenthal](#)
Sent: Saturday, September 23, 2023 1:26 PM
To: General Plan
Subject: Draft General Plan EIR Comments

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To Whom It May Concern,

Very bad idea to put a bridge over the creek onto Michael Drive. You can't live in Newbury Park if this seems like a good plan.

Sincerely,
Denise Derenthal

1

Letter P.15

COMMENTER: Denise Derenthal

DATE: September 23, 2023

Response P.15-1

The commenter expresses opposition to putting a bridge over the creek into Michael Drive.

The City acknowledges the commenter's opposition to a bridge. This comment does not pertain to the environmental analysis found within the DEIR, nor is a bridge over the creek onto Michael Drive a project feature found in Section 2, *Project Description*. No revisions to the DEIR are necessary.

Letter P.16

From: Fred <kershawfamily@roadrunner.com>
Sent: Sunday, September 24, 2023 1:34 PM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from kershawfamily@roadrunner.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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My name is Fred Kershaw, I'm a Newbury Park resident. I oppose the the development of the Borchard flood plain area in Newbury Park. This area already has too much traffic congestion and it's a flood plain! No more traffic!!
Fred Kershaw

| 1

Sent from my iPhone

Letter P.16

COMMENTER: Fred Kershaw

DATE: September 24, 2023

Response P.16-1

The commenter states they are a Newbury Park resident and that they oppose the development of the Borchard plain area. The commenter expresses concerns over existing high traffic volumes and the fact that the site is in a flood plain.

The City acknowledges the commenter's opposition to the land use change. Traffic congestion and delay (as measured by the traditional level of service methodology) is no longer considered an environmental impact under CEQA. As discussed under Impact BIO-2 in Section 4.3, *Biological Resources*, impacts of TO2045 on riparian habitat and wetlands would be less than significant. Further, as shown on Figure 4.3-2, the Borchard parcel does not contain wetlands as inventoried on the National Wetlands Inventory (2023). Please refer to the discussion in Section 4.14.5, *Hydrology and Water Quality*, in Section 4.14, *Effects Found Not To Be Significant*. Impacts to flooding were discussed and found to be less than significant. Therefore, no revisions to the DEIR are necessary.

Letter P.17

From: p.pamger
Sent: Monday, September 25, 2023 3:23 PM
To: General Plan
Subject: Draft General Plan EIR Comments

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Just a quick comment on the area parcel of concern in Newbury Park, Borchard parcel, I worked for the phone comp6, GTE back in the day, was a cable splicer out of Newbury Park yard. We used to work in a manhole in the area being discussed, we had to use a 4" pump running the whole time when working in the manhole located smack dab in the middle of that area! You may not see the water there now, but this manhole is full of water all the time.

Gerry Lieberman

Sent from my Verizon, Samsung Galaxy smartphone

1

Letter P.17

COMMENTER: Gerry Lieberman

DATE: September 25, 2023

Response P.17-1

The commenter states they used to work for a phone company that utilized the manhole near the Borchard parcel. The commenter explains they had to use a 4" pump the entire time they were working in the manhole and that the manhole is full of water all the time.

This comment does not pertain to the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.18

From: [HARRY KOPLAN](#)
Sent: Sunday, September 24, 2023 4:39 PM
To: General Plan
Subject: no land use change at borchard parcel

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no land use change at borchard parcel
harry koplan

1

Letter P.18

COMMENTER: Harry Koplan

DATE: September 24, 2023

Response P.18-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions are necessary.

Letter P.19

From: [Heather Mandap](#)
Sent: Sunday, September 24, 2023 1:24 PM
To: General Plan
Subject: Draft General Plan EIR Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in Casa Conejo. The traffic is already difficult on Borchard and Wendy. Adding 2 businesses to Wendy offramp is just going to make it worse. Adding a bridge near Borchard is going to be awful. The freeway traffic is so bad both ways on the freeway. Please don't change the land use and make traffic horrific. We moved from the valley to a beautiful home community. Don't make our part of town like the valley. I beg you, please preserve what we have.
Heather

1

Letter P.19

COMMENTER: Heather Mandap

DATE: September 24, 2023

Response P.19-1

The commenter states they are a Casa Conejo resident and that there is high traffic on Borchard and Wendy in the area. The commenter expresses concern over increased traffic as a result of adding a bridge near Borchard. The commenter requests that the city do not change the land use on the Borchard parcel and urges the city to preserve the area as it is.

The City acknowledges the commenter's opposition to the land use change. Please refer to Response P.10-1 regarding traffic. No revisions to the DEIR are necessary.

Letter P.20

From: Keith Taylor <williamk.taylor@verizon.net>
Sent: Monday, September 25, 2023 10:59 AM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from williamk.taylor@verizon.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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The Borchard parcel should remain as designated previously—single family homes.

William Taylor

| 1

Letter P.20

COMMENTER: William Taylor

DATE: September 25, 2023

Response P.20-1

The commenter expresses opposition to the change in land use designation for the Borchard Parcel and recommends that it remains designated for single-family homes.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.21

From: Kerri Yim <ky2home@gmail.com>
Sent: Monday, September 25, 2023 2:31 PM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from ky2home@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Dear Mr. Holt,

I'm reading there will be a bridge built over Michael drive near Baskin Robbins that will impact Borchard Road traffic and nearby home owners negatively, if the city changes the land use on the Borchard parcel.

Please reconsider this.

Thank you.

Sincerely,
Kerri Yim

| 1

Letter P.21

COMMENTER: Kerri Yim

DATE: September 25, 2023

Response P.21-1

The commenter expresses opposition to the installation of a bridge over Michael Drive and the proposed change to land use on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. Please refer to Response P.15-1 regarding a bridge. No revisions to the DEIR are necessary.

Letter P.22

From: [Krista Harasymowycz](#)
Sent: Sunday, September 24, 2023 7:35 AM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from kristaharasymowycz@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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I wanted to comment to voice my vote against the proposed Borchard wetlands bridge and housing community. The two schools in that neighborhood are already very difficult to get in and out of and all this proposed traffic will make people drive more aggressively and possibly endanger the children who walk to school and/or walk from the street/library to Earths Magnet School.

Thank you,
Krista Harasymowycz

Sent from my iPhone

1

Letter P.22

COMMENTER: Krista Harasymowycz

DATE: September 24, 2023

Response P.22-1

The commenter expresses opposition to the installation of the bridge and housing community proposed on the Borchard parcel. The commenter expresses concern over existing traffic levels and increased traffic as a result of the proposed project.

The City acknowledges the commenter's opposition to the land use change. Please refer to Responses P.15-1 and P.16-1, regarding a bridge and traffic. No revisions to the DEIR are necessary.

Letter P.23

From: Laura Livingston <alura2000@msn.com>
Sent: Monday, September 25, 2023 7:06 AM
To: General Plan
Subject: Draft General Plan EIR Comments

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To Ian Holt,
please do NOT alter the land use at the Borchard parcel. Far too much traffic now at all nearby roads and intersections. Between Amgen, Amazon, UPS and all the other big companies down Rancho Conejo/ Lawrence and 2 major schools on the other side of the freeway, it's become dangerous and degrades our environment. Adding to that just increases the nightmare.
Thanks for your attention,
Laura Livingston in the Running Springs tract, Newbury Park

1

Sent from my iPad

Letter P.23

COMMENTER: Laura Livingston

DATE: September 25, 2023

Response P.23-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel. The commenter expresses concern about existing traffic levels and increased traffic as a result of the proposed project.

The City acknowledges the commenter's opposition to the land use change. Please refer to Response P.10-1 regarding traffic. No revisions to the DEIR are necessary.

Letter P.24

From: [olvrkth](#)
Sent: Monday, September 25, 2023 2:22 PM
To: General Plan
Subject: Draft General Plan EIR Comments

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No land use change at Borchard parcel!

| 1

Sent from my Verizon, Samsung Galaxy smartphone

Letter P.24

COMMENTER: olvrkth@aol.com

DATE: September 25, 2023

Response P.24-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions are necessary.

Letter P.25

From: rickginsburg@yahoo.com
Sent: Sunday, September 24, 2023 4:30 PM
To: General Plan
Subject: No land use change at Borchard parcel

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Attn: Iain Holt, Senior City Planner.

I'm a proponent of no growth and less congestion. I want to keep the area from expanding into a huge congested location. I'm against any change in land use for the Borchard Parcel.

Sent from my iPhone

| 1

Letter P.25

COMMENTER: Rick Ginsburg

DATE: September 24, 2023

Response P.25-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel. The commenter states they are a proponent of no growth and less congestion.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. Further, please refer to Response P.10-1 regarding traffic. No revisions to the DEIR are necessary.

Letter P.26

From: [Rodney Love](#)
Sent: Saturday, September 23, 2023 10:42 AM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from rodneylove47@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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My comment:
NO LAND USE CHANGE AT THE BORCHARD PARCEL !

| 1

Letter P.26

COMMENTER: Rodney Love

DATE: September 23, 2023

Response P.26-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions are necessary.

Letter P.27

From: Russ Mullin <russmullin@mac.com>
Sent: Monday, September 25, 2023 6:39 AM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from russmullin@mac.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hi There,
Please, no changes to land use at the Borchard parcel, formerly known as Borchard wetlands.

Ive live in NP 41 years and it's changing for the worse. Homeless population is getting worse. I cannot let my kids go to the park alone (park off Michael/borchard) because the homeless hang out there. Shelter will make it worse.

Now the development where the old continuation HS was on Kelly and now the development of the Borchard wetland parcel will only bring more people, more traffic, more problems.

Please stop developing NP.

Thanks,
-Russell

1

Letter P.27

COMMENTER: Russell Mullin

DATE: September 25, 2023

Response P.27-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel. The commenter states they have lived in Newbury Park for 41 years and they express concern over the increase in homeless people in Newbury Park. The commenter states the opinion that the additional development of the old continuation high school site and the Borchard parcel would bring more people, traffic, and problems. The commenter asks the city to stop developing Newbury Park.

The City acknowledges the commenter's opposition to the land use change, and general growth in Newbury Park. Please refer to Response P.16-1 regarding traffic. Additionally, increases to the unhoused community is not considered an environmental impact under CEQA. No revisions to the DEIR are necessary.

Letter P.28

From: R Scott Horn
Sent: Monday, September 25, 2023 2:41 PM
To: General Plan
Cc: Mikey Taylor; David Newman; Bob Engler
Subject: Draft General Plan EIR Comments
Attachments: DEIR comments.pdf

Some people who received this message don't often get email from scotthorn@roadrunner.com. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ian Holt,
City of T.O. Planning Dept.

Have reviewed the IER for the General plan and have many Q's and comments.

Q's Specifically about the land use change at Borchard Wetland parcel.

This is land use change at the Borchard Wetlands parcel is so wrong for so many different reasons-

This land use change will forever change the character of Newbury Park for the worse.

1. Traffic. The EIR seams too be wrong on the number of vehicle trips added by the proposed development between the Wendy/101 and Borchard Rd. It can't be just 10 trips per day more. There will be thousands more each day. Why is this?

VC Traffic took notice and submitted this document asking what's up. So What do you say to this?

Why are you not doing a traffic study before you approve this?

How do you respond too this memo?

2. NP - from Wendy Dr. At the 101 to Dos Vents is in the top 1% worst fire evacuation roads in the state. The evacuation plans are not included in the EIR but new State laws requires that cities can't make new homes where there fire evacuations danger increases in those top threat zones. What do you say about putting a 1,000 new apts. between the people of NP and their evacuation routes?

3. You are changing the character of the neighborhood. The city said it would not do this, yet this will change us in NP from all single family homes around the parcel to a 1000 apts. in multi story buildings.

1

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- Why are you going against a sued objective of the council? | 4 cont.
- 4. Why does the GP updated housing element not show the Borchard parcel in it like the GP it is updating? | 5
- 5. Why are you moving forward with the land use change when Ventura County has an easement over the parcel to handle all storm water run-off for floods up to and including a 100 year storms? | 6
Shouldn't the easement be addressed before the land use change? Yes it must be addressed 1st! Surrounding neighborhoods flood when we get heavy rain. This will make it much worse.
- 6. Air pollution: VC air pollution district has not weighed in in any way that I can see. What does VCAPD have to say? | 7

Regards,

Scott

R. Scott Horn
Photography & Video
 ++++++

3309 William Drive
 Newbury Park, CA 91320
 (805) 498-4960
scotthorn@roadrunner.com

Letter P.28

COMMENTER: R. Scott Horn

DATE: September 25, 2023

Response P.28-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions are necessary.

Response P.28-2

The commenter expresses concern over the traffic analysis in the DEIR. Specifically, the commenter expresses the opinion that there would be an addition of over ten trips per day due to the proposed development on the Borchard parcel. The commenter states that the Ventura County Traffic Commission submitted a comment about this as well and asks what the city says to this. The commenter asks why the city is not completing a traffic study before approving this project.

Please refer to Responses A.1-2 and A.1-3 regarding traffic volumes. No revisions to the DEIR are necessary.

Response P.28-3

The commenter states that from Wendy Drive at the 101 to Dos Vientos is in the top ten percent worst fire evacuation roads in the state. The commenter expresses concern over evacuation routes after the new development is built.

Please refer to Response A.2-4 and A.2-5 regarding wildfire evacuation. No revisions to the DEIR are necessary.

Response P.28-4

The commenter expresses the opinion that the proposed project would change the character of the neighborhood.

Neighborhood character is not relevant to environmental analysis under CEQA for urbanized areas. Since the City is urbanized, aesthetic impacts (see Section 4.1, *Aesthetics*) are analyzed for consistency with zoning regulations. No revisions to the DEIR are necessary.

Response P.28-5

The commenter asks why the Borchard parcel is not included in the General Plan housing element.

This comment pertains to the General Plan itself and not to environmental analysis in the DEIR. No revisions to the DEIR are necessary.

Response P.28-6

The commenter asks why the city is proposing land use changes on the Borchard parcel when Ventura County has an easement over the parcel to handle all stormwater runoff for floods

including for 100 year storms. The commenter states that the easement must be addressed before the land use change. The commenter expresses concern over flooding in the neighborhoods surrounding the Borchard parcel.

Please refer to the discussion in Section 4.14.5, *Hydrology and Water Quality*, in Section 4.14, *Effects Found Not To Be Significant*. Impacts to stormwater runoff and flooding were discussed and found to be less than significant. No revisions to the DEIR are necessary.

Response P.28-7

The commenter states they did not see any comment from VCAPCD and asks what they have to say about the proposed project.

VCAPCD submitted a comment letter, which was addressed under Letter A.6. No further revisions to the DEIR are necessary.

Letter P.29

From: [Sherry Adkins](#)
Sent: Tuesday, September 26, 2023 9:56 AM
To: General Plan
Subject: Draft General Plan EIR Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No land use change at Borchard parcel.
Care about the people who live here and have been responsible citizens for decades.

| 1

Sent from my iPad

Letter P.29

COMMENTER: Sherry Adkins

DATE: September 26, 2023

Response P.29-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.30

From: [sonnyboy215](#)
Sent: Sunday, September 24, 2023 4:11 PM
To: General Plan
Subject: No land use change at borchard parcel

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please DO NOT build on the borchard wetlands at the 101 and Borchard Rd. I live in the neighborhood next to it. I am elderly, and have many medical problems, our neighborhood is full of elderly and young families, this will totally destroy our way of life. It's already hard enough to get out of our neighborhood with traffic/congestion from the two schools, Sequoia, and Earths, especially earths on Michael, where I am. It is dangerous for the residents and the children to have that much congestion in the area which would be compounded with, first the construction, and then more people and cars, shoppers and residents. I hear that there will be a bridge built access to this project and put more traffic at Michael, where I live. I ask you to please review how congested the freeway is now in Newberry Park. If this project goes through, congestion will be greatly increased, it already looks like the 405 at certain times of the day. I can't imagine what it will be like to bombard our neighborhood with high density residential and commercial business. Not to mention the noise factor, crime and people from out of the area coming through our neighborhood, at all hours. I can't sleep at night just thinking that our City leaders would put our quiet little neighborhood in jeopardy.

Thank you for your consideration.

Linda K

[Sent from Yahoo Mail for iPhone](#)

1

Letter P.30

COMMENTER: Linda K.

DATE: September 24, 2023

Response P.30-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel. The commenter expresses concern over existing traffic congestion and the additional traffic, noise, crime, and people coming from out of the area as a result of the proposed project.

The City acknowledges the commenter's opposition to the land use change. Please refer to Responses P.15-1 and P.16-1 regarding traffic. Noise is discussed in Section 4.7, *Noise*. Crime is not an environmental impact under CEQA and police services are analyzed in Section 4.10, *Public Services and Recreation*. No revisions to the DEIR are necessary.

Letter P.31

From: [T Childs](#)
Sent: Sunday, September 24, 2023 11:46 PM
To: General Plan
Subject: Draft General Plan EIR Comments

You don't often get email from tchilds805@gmail.com. [Learn why this is important](#)
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please, NO land use change at the Borchard Parcel!

We have been residents of Newbury Park for 21 years, and we love our Suntree neighborhood. The proposed changes to the Borchard Parcel are terrible and we fully oppose their implementation.

1

Sincerely,
Terri and James Childs
3416 Crestwood Ct
Newbury Park, CA 91320

Letter P.31

COMMENTER: Terri and James Childs

DATE: September 24, 2023

Response P.31-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.32

From: [Thomas Chapple](#)
Sent: Monday, September 25, 2023 7:35 AM
To: General Plan
Cc: [Erin Chapple](#)
Subject: Draft General Plan EIR Comments

[You don't often get email from tfchapple@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hello,

Being a home owner, and registered voter, on Michael Drive in Newbury Park for the last 25 years, I ask that no changes occur to the zoning on the property known as the Borchard Wet Lands.

The impact of traffic and other effects associated with these changes, in the areas surrounding this land, would impact these neighborhoods tremendously and make our quality of life horrible. Not to mention the loss in property value and beauty that we so enjoy in this area.

I urge no changes be made to the area known as the Borchard Wet Lands!!

Home owner in Casa Conejo,

Tom Chapple

Sent from my iPhone

1

Letter P.32

COMMENTER: Tom Chapple

DATE: September 25, 2023

Response P.32-1

The commenter states they are a homeowner in Newbury Park and expresses opposition to the proposed land use change on the Borchard parcel. The commenter expresses concern over increased traffic and loss of property value and beauty in the area.

The City acknowledges the commenter's opposition to the land use change. Please refer to Response P.16-1 regarding traffic. Property value is not an environmental issue under CEQA. Beauty, such as scenic views, are addressed in Section 4.1, *Aesthetics*. No revisions to the DEIR are necessary.

Letter P.33

From: [Vissy Kobari-wright](#)
Sent: Saturday, September 23, 2023 4:58 PM
To: General Plan
Subject: Draft General Plan EIR Comments

You don't often get email from vivmay77@aol.com. [Learn why this is important](#)

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Hello,

I am writing as a longtime resident of Newbury Park, to plead for **no land-use change at the Borchard Parcel**. Please do not ruin our gem of a city for money.

Regards,
Vissy Wright

Sent from my iPhone

1

Letter P.33

COMMENTER: Vissy Wright

DATE: September 23, 2023

Response P.33-1

The commenter states they are a resident of Newbury Park and expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.34

From: [William Terry](#)
Sent: Saturday, September 23, 2023 4:44 PM
To: General Plan
Subject: Draft General Plan EIR Comments

You don't often get email from williamlterry@yahoo.com. [Learn why this is important](#)

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NO LAND USE CHANGE AT THE BORCHARD PARCEL

1

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

Letter P.34

COMMENTER: William Terry

DATE: September 23, 2023

Response P.34-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.

Letter P.35

From: [Sharon Zack](#)
Sent: Monday, September 25, 2023 3:26 PM
To: General Plan
Subject: Draft General Plan EIR Comments

[You don't often get email from zack_sharon@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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No land use change at Borchard wetlands

Sent from my iPhone

| 1

Letter P.35

COMMENTER: Sharon Zack

DATE: September 25, 2023

Response P.35-1

The commenter expresses opposition to the proposed land use change on the Borchard parcel.

The City acknowledges the commenter's opposition to the land use change. This comment pertains to features of TO2045 itself, not the environmental analysis found within the DEIR. No revisions to the DEIR are necessary.



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

Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

September 11, 2023

Carlos Contreras, Senior Planner
City of Thousand Oaks
2100 Thousand Oaks Blvd.
Thousand Oaks, CA 91362
Em: ccontreras@toaks.org

RE: City of Thousand Oaks General Plan 2045 Draft Environmental Impact Report (2019-70760-GPA, 2022-70558-EIR), Agenda Item 8.A.

Dear Carlos Contreras,

On behalf of the Southwest Mountain States Regional Council of Carpenters (“**Southwest Carpenters**” or “**SWMSRCC**”), my Office is submitting these comments for the City of Thousand Oaks (“**City**”) September 11, 2023, Planning Commission meeting for an Overview of General Plan 2045 Draft Environmental Impact Report (2019-70760-GPA, 2022-70558-EIR)(“**GP**”).

The Southwest Carpenters is a labor union representing over 90,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

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

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

1

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

1 cont.

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

2

I. THE CITY SHOULD INCORPORATE LANGUAGE THAT REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY’S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should incorporate language into the proposed GP requiring residential, commercial and mixed-use developments within the GP area to be built using local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

3

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

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

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

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

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

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

3 cont.

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

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

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

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

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

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

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

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

3 cont.

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

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

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

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

II. THE CITY SHOULD INCORPORATE LANGUAGE IMPOSING TRAINING REQUIREMENTS FOR CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES INTO THE GP.

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupational Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.⁵

Southwest Carpenters recommend that the City adopt additional requirements to mitigate public health risks from various residential, commercial and mixed-use development construction activities. Southwest Carpenters requests that the City require safe on-site construction work practices as well as training and certification for any construction workers on residential, commercial and mixed-use developments within the GP area.

In particular, based upon Southwest Carpenters' experience with safe construction site work practices, Southwest Carpenters recommends that the City require that while construction activities are being conducted within the GP area ("**Project Site**"): 4

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.

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

- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

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

4 cont.

- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

4 cont.

Planning

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

5

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 City should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment (“**ICRA**”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to

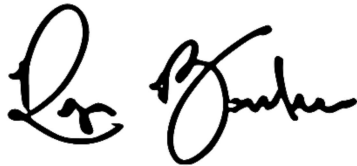
⁶ See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, available at https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of 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.

protect themselves and all others during renovation and construction projects in healthcare environments.⁷

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

The City should incorporate language requiring the residential developments related to the GP be built using a workforce trained in ICRA protocols.

Sincerely,



Reza Bonachea Mohamadzadeh
Attorneys for Southwest Mountain States
Regional Council of Carpenters

Attached:

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

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

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

⁷ For details concerning Southwest Carpenters’s ICRA training program, *see* <https://icrahealthcare.com/>.

5 cont.

EXHIBIT A



Technical Consultation, Data Analysis and
Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

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

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

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

Worker Trips and Greenhouse Gas Calculations

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

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

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

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

³ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

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

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

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

Where:

n = Number of land uses being modeled.”⁵

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.”⁶

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

Default Worker Trip Parameters and Potential Local Hire Requirements

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

⁴ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.

⁵ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.

⁶ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

⁷ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

⁸ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 1, 9.

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

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

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

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

⁹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

¹⁰ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

¹¹ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.

¹² “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.

¹³ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

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

Practical Application of a Local Hire Requirement and Associated Impact

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

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

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

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

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

Disclaimer

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

Sincerely,

A handwritten signature in blue ink that reads "Matt Hagemann". The signature is fluid and cursive.

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

A handwritten signature in blue ink that reads "Paul Rosenfeld". The signature is fluid and cursive.

Paul E. Rosenfeld, Ph.D.

Attachment A

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

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

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

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

Village South Specific Plan (Proposed)
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1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

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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
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187

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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
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183

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

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

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

2.2 Overall Operational
Unmitigated Operational

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

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2.2 Overall Operational

Mitigated Operational

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.2 Demolition - 2021

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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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
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

Mitigated Construction On-Site

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

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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
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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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
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

Mitigated Construction On-Site

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

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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
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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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
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

Mitigated Construction On-Site

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

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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
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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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
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

Mitigated Construction On-Site

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

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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
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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

Mitigated Construction On-Site

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

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

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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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
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

Mitigated Construction On-Site

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

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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
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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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
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

Mitigated Construction On-Site

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

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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
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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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
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

Mitigated Construction On-Site

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

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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
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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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	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
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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	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

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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					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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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
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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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
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

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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
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail

6.1 Mitigation Measures Area

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

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

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
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

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
Total		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

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

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
Total		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

Mitigated

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

9.0 Operational Offroad

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

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

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

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

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
Maximum	237.1630	46.4588	49.5629	0.1517	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	237,1630	46,4588	49,5629	0,1517	18,2675	2,0461	20,3135	9,9840	1,8824	11,8664	0,0000	15,251,5674	15,251,5674	1,9503	0,0000	15,278,5288

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

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
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

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
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

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
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

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
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

Mitigated Construction On-Site

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

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
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

Mitigated Construction On-Site

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

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
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

Mitigated Construction On-Site

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

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
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

Mitigated Construction On-Site

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

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
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

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
Total	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

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
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

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
Total	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

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
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

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
Total	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

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
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

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
Total	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

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
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

Mitigated Construction On-Site

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

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
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

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
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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
Total	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

Mitigated Construction On-Site

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

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
Total	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

4.0 Operational Detail - Mobile

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
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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

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

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

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
Maximum	237.2328	46.4651	47.3319	0.1455	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

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

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

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
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

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

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
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

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
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

Mitigated Construction On-Site

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

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
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

Mitigated Construction On-Site

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

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
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

Mitigated Construction On-Site

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

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
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

Mitigated Construction On-Site

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

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
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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		3,789.075 0	3,789.075 0	0.2381		3,795.028 3
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.901 3	8,286.901 3	0.2282		8,292.605 8
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.97 63	12,075.97 63	0.4663		12,087.63 41

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
Total	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

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
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

Mitigated Construction On-Site

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

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
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

Mitigated Construction On-Site

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

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
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

Mitigated Construction On-Site

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

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
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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		1,545.286 0	1,545.286 0	0.0376		1,546.226 2
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.286 0	1,545.286 0	0.0376		1,546.226 2

Mitigated Construction On-Site

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

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		1,545.286 0	1,545.286 0	0.0376		1,546.226 2
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.286 0	1,545.286 0	0.0376		1,546.226 2

4.0 Operational Detail - Mobile

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
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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

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

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

2.0 Emissions Summary

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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	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925

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2.1 Overall Construction

Mitigated Construction

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

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

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

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

2.2 Overall Operational
Unmitigated Operational

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

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2.2 Overall Operational

Mitigated Operational

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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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
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

Mitigated Construction On-Site

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

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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
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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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
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

Mitigated Construction On-Site

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

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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
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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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
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

Mitigated Construction On-Site

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

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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
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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

Mitigated Construction On-Site

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

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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

Mitigated Construction On-Site

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

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

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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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
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

Mitigated Construction On-Site

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

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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
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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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
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

Mitigated Construction On-Site

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

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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
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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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
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

Mitigated Construction On-Site

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

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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
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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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	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
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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

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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					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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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
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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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
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

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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
Total		2,512.6465	0.1037	0.0215	2,521.6356

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
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

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
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

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
Total		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

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

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
Total		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

Mitigated

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

9.0 Operational Offroad

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

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

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

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

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
Maximum	237.0219	46.4415	40.8776	0.1240	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

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

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

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
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

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
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

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
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

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
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.5212	1,409.5212	0.0912		1,411.8015

Mitigated Construction On-Site

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

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
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.5212	1,409.5212	0.0912		1,411.8015

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

Mitigated Construction On-Site

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

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
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

Mitigated Construction On-Site

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

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
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

Mitigated Construction On-Site

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

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
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

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
Total	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

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
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

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
Total	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

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
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

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
Total	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

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
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

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
Total	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

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
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

Mitigated Construction On-Site

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

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
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

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		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

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
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

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
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

Mitigated Construction On-Site

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

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
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

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

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

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

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
Maximum	237.0656	46.4460	39.6338	0.1195	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	237,0656	46,4460	39,6338	0,1195	18,2032	2,0456	20,2488	9,9670	1,8820	11,8490	0,0000	12,035,3440	12,035,3440	1,9482	0,0000	12,060,6013

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

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
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

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

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
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

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
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

Mitigated Construction On-Site

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

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
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

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
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

Mitigated Construction On-Site

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

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
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

Mitigated Construction On-Site

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

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
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

Mitigated Construction On-Site

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

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
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.0104	9,481.0104	0.3984		9,490.9691

Mitigated Construction On-Site

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

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
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.0104	9,481.0104	0.3984		9,490.9691

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

Mitigated Construction On-Site

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

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
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

Mitigated Construction On-Site

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

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
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

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
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

Mitigated Construction On-Site

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

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
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

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
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Attachment C

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

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 H₂O 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 Aermid and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

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.
- Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.
- 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.
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- 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 Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. *The 23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in 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 2010) 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, 112th 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. 019-L-2295

Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC

Case No.: LC102019 (c/w BC582154)

Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*

Case Number: 4:16-cv-52-DMB-JVM

Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward
DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City
Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

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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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., Fukunaga, 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.

Letter P.36

COMMENTER: Reza Bonachea Mohamadzadeh on behalf of Regional Council of Carpenters

DATE: September 11, 2023

Response P.36-1

The commenter states they are commenting on behalf of the Southwest Mountain States Regional Council of Carpenters. The commenter explains that the Southwest Carpenters is a labor union representing over 90,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects. The commenter indicates that individual members of the Southwest Carpenters live, work, and recreate in the City and surrounding communities and would be directly affected by the proposed project's environmental impacts.

The City thanks the commenter for their interest in the project. No revisions to the DEIR are necessary.

Response P.36-2

The commenter request that the City provide notices issued under CEQA and the California Planning and Zoning law related to the proposed project by mail to the Regional Council of Carpenters.

The commenters will be notified of updates regarding the Final EIR. No revisions to the DEIR are necessary.

Response P.36-3

The commenter recommends that the city incorporate language into the proposed project that requires the use of a local workforce. The commenter states this will lead to sustainable economic development in the area and reduce environmental impacts associated with GHG emissions, air quality, and VMT.

Implementation of the requirement to use a local skilled and trained workforce is beyond the scope of the DEIR since labor and employment is not a required topic under CEQA. Nonetheless, the commenter's recommendations are noted for review and consideration by the City's decision-makers. No revisions to the DEIR are necessary.

Response P.36-4

The commenter recommends that the city incorporate language imposing training requirements for construction activities to reduce the spread of COVID-19 and other infectious diseases. The commenter recommends a series of measures requested to be incorporated into the proposed project.

The City acknowledges the commenter's concern regarding infectious diseases. This comment does not pertain to environmental analysis under CEQA. No revisions to the DEIR are necessary.

Response P.36-5

The commenter recommends that the City develop an Infectious Disease Preparedness and Response Plan. The commenter states that the United Brotherhood of Carpenters and Carpenters

International Training Fund has developed a COVID-19 Training Certificate. The commenter recommends that the City require all construction workers to undergo this training certification before being allowed to conduct construction activities associated with the proposed project. The commenter also states that the Southwest Carpenters have developed an Infection Control Risk Assessment (ICRA) which they recommend be required as part of the workforce training for contractor working on development under the proposed project.

The City acknowledges the commenter's concern regarding infectious diseases. This comment does not pertain to environmental analysis under CEQA. No revisions to the DEIR are necessary.

3 Minor Revisions to the Draft EIR

This chapter presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR page number. Text deletions are shown in ~~strike through~~, and text additions are shown in underline. The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute “significant new information” requiring recirculation, as further described in Section 4, *Recirculation Not Warranted*.

3.1 Revisions to the Draft EIR

Project Description

The goals of the Safety Element listed in the Project Description were updated to reflect changes made to the Safety Element.

Goal S-1: ~~Minimize~~ Mitigate the risk of loss of life, injury, damage to property, and economic and social dislocation resulting from fault rupture and seismically induced ground shaking.

Goal S-2: ~~Minimize~~ Mitigate loss, injury, damage, and economic and social dislocations resulting from soil landslide, debris flow, soil expansion, and settlement.

Goal S-3: ~~Minimize~~ Mitigate loss, injury, damage, and economic and social dislocation resulting from soil hazards.

Goal S-4: ~~Minimize~~ Mitigate loss of life, injury, property damage, and economic and social dislocations resulting from inundation by dam failure or floods.

These revisions ensure the Safety Element goals listed in the Project Description match the language of the Safety Element. No environmental impacts would change as a result of this revision.

Air Quality

Regulatory setting information was updated for accuracy and completeness on pages 4.2-9 and 4.2-11.

California State Implementation Plan

The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The 2022 ~~2016~~-Ventura County Air Quality Management Plan (AQMP) is the SIP for Ventura

County. The AQMP accommodates growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by SCAG are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Ventura County Air Pollution Control District

The VCAPCD prepares AQMPs for meeting federal and State air quality standards (the most recent of which is the 2022 AQMP) and develops rules and regulations and permitting requirements. The VCAPCD provides the *Ventura County Air Quality Assessment Guidelines*, with detailed guidance on how to evaluate and mitigate a project's air quality (AQ) impacts. According to the VCAPCD Guidelines, in addition to the assessment of criteria pollutants, the lead agency should consider San Joaquin Valley Fever factors that are applicable to any proposed projects. Based on these or other factors, if a lead agency determines that a project may create a significant Valley Fever impact, the VCAPCD recommends that the lead agency consider the Valley Fever mitigation measures listed in the VCAPCD Guidelines to minimize fugitive dust, as well as minimizing worker exposure. The VCAPCD Guidelines provides the following list of measures to be considered if the lead agency determines a project site poses a risk of San Joaquin Valley Fever:

1. Restrict employment to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection)
2. Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune
3. Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations
4. Require that the cabs of grading and construction equipment be air-conditioned
5. Require crews to work upwind from excavation sites
6. Pave construction roads
7. Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Relevant rules and regulations to the project include:

- **Rule 51 (Nuisance).** This rule states that a person shall not discharge air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Rule 55 (Fugitive Dust).** This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities. Therefore, the mitigation measures described in VCAPCD Air Quality Assessment Guidelines should be applied to all projects related dust-generating operations and activities:

- Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control.
- Scheduling activities during periods of low-wind speed will also reduce fugitive dust emissions. Additionally, vehicle speed control can reduce fugitive dust emissions from unpaved roads and areas at construction sites by up to 60 percent, assuming compliance with a 15 miles per hour on-site speed limit.
- **Rule 62.7 (Asbestos – Demolition and Renovation).** This rule applies to demolition and renovation operations and associated disturbance of asbestos-containing material. The rule contains notification requirements, emission control requirements and training and licensing requirements.
- **Rule 74.2 (Architectural Coatings).** This rule sets limits on the VOC content of architectural coatings. Non-flat coatings are limited to ~~50~~ 150 grams per liter of VOC content; flat coatings are limited to 150 grams per liter of VOC content, and traffic marking coatings are limited to 150 grams per liter of VOC content.

These revisions add more accurate and complete information to the air quality setting. No environmental impacts would change as a result of this revision. These additions are further reflected within the analysis itself on page 4.2-13:

Construction

Future development and mobility improvements associated with the project would involve construction activities that could result in air pollutant emissions. Specifically, construction activities such as demolition, grading, construction worker travel, delivery and hauling of construction supplies and debris, and fuel combustion by on-site construction equipment would generate pollutant emissions. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants, particularly during site preparation and grading. The extent of daily emissions, particularly ROGs and NO_x emissions generated by construction equipment, would depend on the quantity of equipment used and the hours of operation for each project. The extent of PM_{2.5} and PM₁₀ emissions would depend on the following factors: 1) the amount of disturbed soils, 2) the length of disturbance time, 3) whether existing structures are demolished, 4) whether excavation is involved, and 5) whether transporting excavated materials off-site is necessary. Dust emissions can lead to both nuisance and health impacts. Projects within the VCAPCD would be required to comply with standard regulations that have the effect of reducing air quality emissions, such as compliance with VCAPCD Rule 55 (Fugitive Dust), Rule 62.7 (Asbestos – Demolition and Renovation) and Rule 74.2 (Architectural Coatings).

This addition to the analysis does not alter the impact conclusion.

An additional clarification was made on page 4.2-17 regarding agency recommendations:

According to the OEHHA, construction of individual projects lasting longer than 2 months could potentially expose sensitive receptors to substantial pollutant concentrations and therefore could result in potentially significant health risk impacts. CARB suggests sensitive receptors located within 1,000 feet of a freeway could be exposed to similar TAC concentrations as receptors within 1,000 feet of a freeway (CARB 2017). Therefore, for the purposes of this analysis, construction of a project within 1,000 feet of a sensitive receptor could expose receptors to TAC concentrations. In addition, individual residential development projects larger

than single-family residences, ADUs, or duplexes can result in potentially significant health risk impacts when Tier 4 construction equipment, which results in substantially lower TAC emissions than older construction equipment, is not utilized. As a result, certain development projects could exceed health risk thresholds if they are located close to sensitive receptors, involve an extended construction duration, and do not utilize Tier 4 or newer construction equipment. VCAPCD recommends that lead agencies conduct TAC assessments in accordance with the CAPCOA Risk Assessment Guidelines, which does not define health risk thresholds; however, adjacent air districts such as the Santa Barbara County Air Pollution Control District uses an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute) as a threshold. Therefore, this construction impact would be potentially significant and implementation of Mitigation Measure AQ-1 would be required.

This added methodology is the same as utilized in the analysis in the DEIR and does not change the potentially significant impact conclusion.

Mitigation Measure AQ-1 on page 4.2-18 was modified to use disjunctive language instead of conjunctive language.

AQ-1 Adopt and Implement a New General Plan Policy that Requires Construction HRA

To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:

- **Policy 10.7:** Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, and ~~or~~ does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

This modification does not change the impact conclusion of Impact AQ-3. No environmental impacts would change as a result of this revision.

Cultural Resources

Mitigation Measure CUL-1 and CUL-2 have been revised on pages 4.4-11 and 4.4-13, respectively.

CUL-1 Historical Resources

If determined necessary based on preliminary review conducted by City staff ~~Prior to project approval~~, the project applicant shall submit a report to the City that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished. If historical-age features are present, the applicant shall submit a historical resources evaluation to the City prepared in areas that contains buildings, structures, objects, sites, landscape/site plans, or other features that are 45 years of age or older, by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History or History (36 CFR Part 61). The evaluation shall be carried out in accordance with the guidelines and best practices meeting the State Office of Historic

Preservation guidelines (NPS 2023b). All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and approval.

CUL-2 Archaeological Resources Assessment

~~For Prior to project approval~~ of a project that involves ground-disturbance activities (that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading) and if determined necessary based on preliminary review conducted by City staff, the project applicant shall submit to the City an Archaeological Resources Assessment prepared by a qualified archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in either Prehistoric or Historic Archaeology. Assessments shall include a California Historical Resources Information System records search at the South Central Coast Information Center and a Sacred Lands File Search from the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the development site. A qualified professional shall conduct a Phase I pedestrian survey for those projects that include undeveloped areas to locate any surface cultural materials.

This revision to Mitigation Measure CUL-1 and CUL-2 specifies the trigger and timing for implementation. No environmental impacts would change as a result of this revision.

Greenhouse Gas Emissions

Mitigation Measure GHG-2 has been revised on page 4.5-24 to accurately reflect ongoing City planning efforts (i.e., the Climate and Environmental Action Plan [CEAP]).

GHG-2 Adopt Thousand Oaks CEAP to Meet the State’s 2030 and 2045 GHG Emissions Goals

The City shall draft and adopt the Thousand Oaks ~~qualified~~ CEAP by the end of 2024 to outline how Thousand Oaks will meet the State’s 2030 goal of 40 percent below 1990 emissions levels and 2045 goal of carbon neutrality. Implementation measures in the ~~updated-qualified~~ CEAP to achieve the 2030 and 2045 goals may include, but are not limited to, the following:

- ~~▪ Develop and adopt Zero Net Emissions requirements for new and remodeled residential and non-residential development~~
- Develop and adopt a building electrification ordinance for existing and/or proposed structures
- Expand charging infrastructure and parking for EVs
- Implement carbon sequestration by expanding the urban forest and supporting regional open space protection
- Implement policies and measures included in the California 2022 Climate Change Scoping Plan, such as mobile source strategies for increasing clean transit options and zero-emissions vehicles by providing EV charging stations

This revision to Mitigation Measure GHG-2 clarifies the language to be consistent with the City’s CEAP. No environmental impacts would change as a result of this revision.

Paleontological Resources

Mitigation Measure PAL-1 has been revised on page 4.8-11 to alter the timing of implementation of the measure.

PAL-1 Retention of Qualified Professional Paleontologist

Prior to ~~approval~~ submittal of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Lajas Formation, sandstone, Lajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project's potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist's findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.

This revision to Mitigation Measure PAL-1 specifies the timing for implementation. No environmental impacts would change as a result of this revision.

Transportation

The environmental (page 4.11-8) and regulatory setting (page 4.11-12) in Section 4.11, *Transportation*, have been revised:

Metrolink

Metrolink is operated by the Southern California Regional Rail Authority on behalf of the five counties in the greater Los Angeles metropolitan region. Metrolink offers commuter rail service from East Ventura to Downtown Los Angeles, ~~Monday through Saturday~~ seven days per week via the Ventura County Line.

Ventura County Regional Bicycle Wayfinding Plan

The Ventura County Regional Bikeway Wayfinding Plan was prepared for VCTC in April 2017 to plan proposed bicycle routes in the County and provide guidance for sign design (VCTC 2017). The Regional Bikeway Wayfinding Plan identifies and prioritizes regional routes, as well as provides a toolkit for wayfinding sign programming, placement, and implementation.

VCTC Comprehensive Transportation Plan

The VCTC 2013 Comprehensive Transportation Plan (CTP) is a transportation vision for Ventura County that identifies ways of achieving this vision within constrained resources. The CTP is a long-range policy document, built from community-based, local priorities, and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP provides a framework for future community-based planning and collaboration and inform Ventura County's long range transportation decisions.

These revisions add more accurate information to the transportation setting. No environmental impacts would change as a result of this revision.

Safety Element Policy 5.13 on Page 4.11-21 was updated based on changes to the Safety Element.

Emergency Access

Safety Element policies and implementation actions would reduce impacts to emergency access and include:

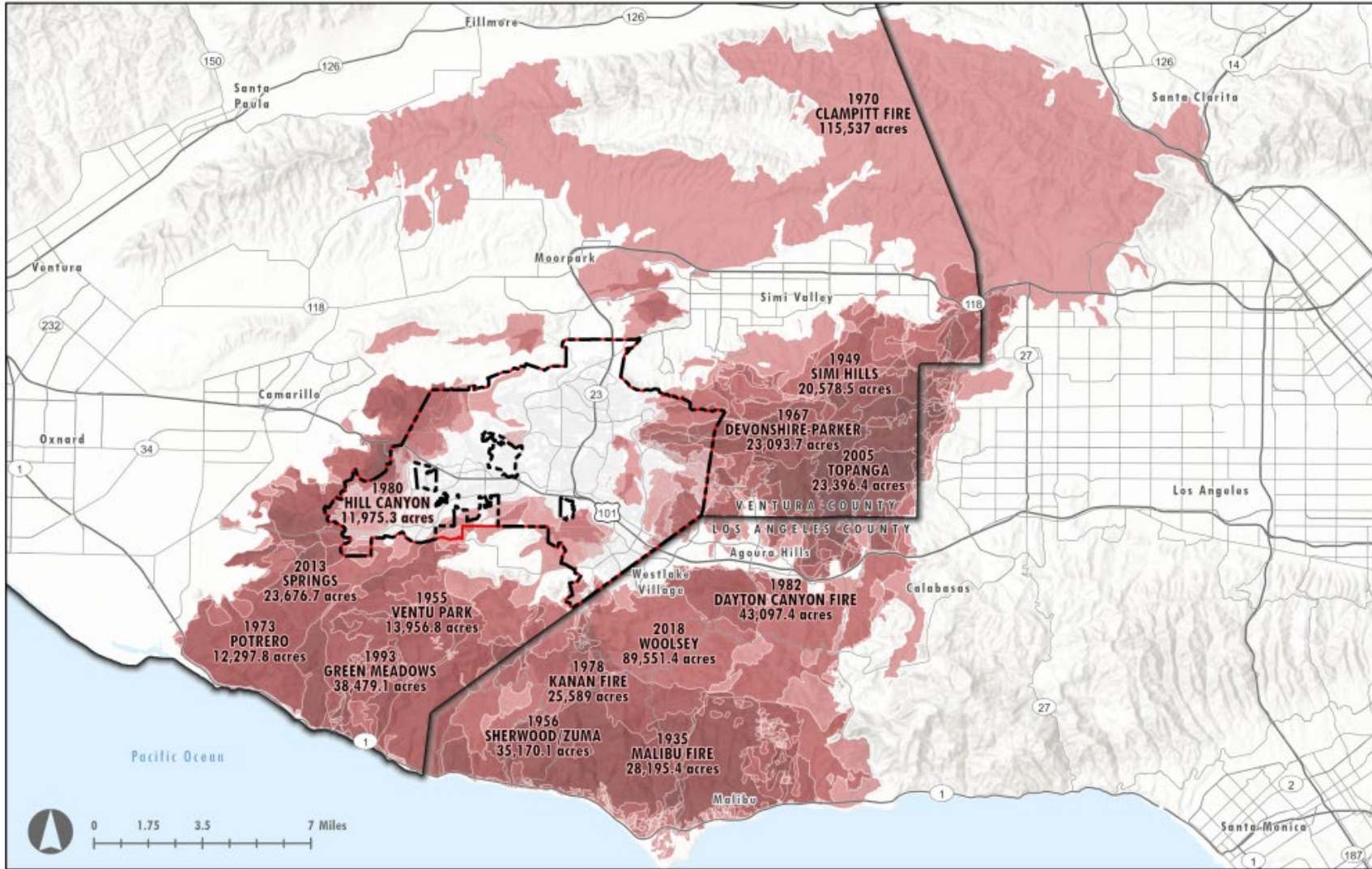
- **Policy 5.2: Road widths and clearances.** Ensure that new development has appropriate road widths and clearances in accordance with:
 - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
 - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.
- **Policy ~~5.13~~ 5.14: Ingress and egress points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in ~~high fire hazard severity zones~~ Fire Hazard Severity Zones. For example, each neighborhood/subdivision should have at least two emergency evacuation ingress and egress points. See Figure 10.79.

These revisions reflect updated policy language in the Safety Element. No environmental impacts would change as a result of this revision.

Wildfire

Figure 4.13-2 on Page 4.13-7 in the environmental setting has been revised to reflect revisions made to the Safety Element. The revised figure is shown below. No environmental impacts would change as a result of this revision.

City of Thousand Oaks
2045 General Plan Update



Kaimi + Associates 2023 | Data Source: City of Thousand Oaks 2019, County of Ventura, County of Los Angeles; CAL FIRE, FRAP, 2022

- City Limits
 - City Sphere
 - Ventura County Boundary
 - Major Roads
 - Freeways
 - Wildfire History (1935-2019)*
- * Darker shades depict overlapping wildfire perimeters. Only wildfires greater than 100 acres are represented. Only wildfires greater than 10,000 acres are labelled.

The *Wildfire* impact analyses W-1, W-2, and W-3 on pages 4.13-15 through 4.13-18 and 4.13-20, have been revised to reflect updated language in the Safety Element.

Impact W-1

TO2045's Safety Element includes the following proposed goals, policies, and associated implementation actions to ensure safe and efficient evacuation and emergency response:

- **Policy 5.2: Road widths and clearances.** Ensure that new development has appropriate road widths and clearances in accordance with:
 - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
 - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.
- **Policy 5.9: Public outreach and education.** Educate residents on fire hazard reduction strategies to employ on their properties and nearby evacuation routes. Prioritize outreach to the most vulnerable populations such as older adults and individuals with chronic health conditions.
- **Policy 5.12 5.13: Local Hazard Mitigation Plan.** Follow all guidelines in the Local Hazard Mitigation Plan MJHMP and other applicable County, State, and Federal fire mitigation policies.
- **Policy 5.13 5.14: Ingress and egress points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in high fire hazard severity zones-Fire Hazard Severity Zones. For example, each neighborhood/subdivision should have at least two emergency evacuation ingress and egress points. See Figure 10.79.
- **Policy 5.18 5.27: Evacuation operations planning.** Continue to assess and update the City's Emergency Operations plan to improve evacuation operations and planning for the community, with a focus on areas with inadequate access/evacuation routes, identified in Figure 10.9. This includes developing minimum standards for evacuation of residential areas in VHFHSZs.

Impact W-2

However, TO2045's Safety Element includes the following goals, policies, and associated implementation actions in order to minimize potential wildfire risks:

- **Goal 5-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.
- **Policy 5.3: Defensive Defensible spaces.** Establish defensive defensible spaces in the urban/wildland urban interface (WUI) to protect against wildfire. Defensive spaces shall:
 - Establish and maintain a 100-foot defensible perimeter or other measures in compliance with state and local codes around each habitable structure along the urban wildland WUI interface.
 - Provide for the removal of annual fuels within the defensive defensible perimeter.
 - Provide any fire suppression resource from any agency the opportunity to successfully protect structures and other valuable properties during a wildfire threat.

- Create an ember resistant zone ~~within 5 feet of structures~~ by using extra fuel reduction measures ~~within 5 and 10 feet of the structure~~, pursuant to AB 3074.
- Protect watershed areas from exposure to structure fires in the ~~urban/wildland WUI~~ interface areas.
- **Policy 5.4: Public facilities and utilities in high fire zones.** Discourage the location of new public facilities and above-ground utilities in Very High Fire Hazard Severity Zones. When unavoidable, special precautions should be taken to minimize potential fire impacts to public facilities.
- **Policy 5.5: Science-based fuel management.** Work with the Ventura County Fire Protection District, the Conejo Open Space Conservation Agency, and other agencies, as appropriate, to implement science-based fuel management programs and post fire recovery plans that conserve wildlife habitat while protecting public safety.
- **Policy 5.6: Fire safe development standards.** Continue to update and require fire safe design into development standards for new development in SRAs or VHFHSZs that meet or exceed the statewide minimums in the SRA Fire Safe Regulations. Fire safe development codes shall include ~~Continue to develop~~ stringent initial site design standards, landscape design standards, on-going maintenance standards, and mitigation measures into individual developments to reduce the potential damage and destruction due to fire.
- **Policy 5.8: Wildfire resilience.** Continue to meet all current standards and best practices for wildfire planning in accordance with local regulations and State guidance.
- **Policy ~~5.10~~ 5.11: Development fire safety compliance.** Ensure that all new development in SRAs or VHFHSZs complies with fire safety requirements for construction in, including the Very High Fire Hazard Severity Zones most current version of the California Building Codes, California Fire Code, and Fire Safe Regulations for fuel modification around homes and subdivisions.
- **Policy ~~5.11~~ 5.12: Fire management best practices.** Require that developments located in wildland urban interface areas incorporate measures to reduce the threat of wildfires, accounting for any increased risk related to climate change. Clearly delineate fuel modification areas on grading plans.

Impact W-3

TO2045 includes policies described in Impact W-2 which would ensure new development would minimize fire risk through adherence to defensive space requirements, development standards, fire management best practices, and wildfire resilience standards. TO2045's Safety Element includes the following policy related to fuel breaks:

- **Policy 5.15: Long-term fuel reduction.** Continue to establish and maintain community fire breaks and fuel modification/reduction zones, including public and private road clearance. Implement the Ventura County Multi-Jurisdictional Hazard Mitigation Plan, the VCFPD Unit Strategic Fire Plan, and the Ventura County Community Wildfire Protection Plan by requiring long term maintenance of fuel reduction projects; including but not limited to, a roadside fuel reduction plan, defensible space clearances (including fuel beaks) around structures, subdivision, and other development in the VHFHSZ.

These changes reflect updates to the policy language within the Safety Element. No environmental impacts would change as a result of this revision.

Effects Found Not To Be Significant

The analysis of hazards and hazardous materials has been revised in Section 4.14, *Effects Found Not To Be Significant*, on pages 4.14-9 and 4.14-10:

Upset and Accident Conditions

As described under the *Hazardous Materials Transport, Use, and Disposal* discussion, the transport, use, and disposal of hazardous material would be conducted in accordance with all applicable laws and regulations, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, CCR Title 22, and Title 49 of the CFR. ~~Additionally, the~~ City's Public Works Department, Emergency Management Division has protocols to remedy the accidental release of hazardous materials, as set forth in the City's Emergency Operations Plan (City of Thousand Oaks 2020). Additionally, the Ventura County Certified Unified Program Agency Emergency Response HazMat Team would serve as an emergency response contact for hazardous materials release. These regulatory safeguards minimize exposure of the public and environment to a potential release of hazardous materials.

Future development facilitated by the proposed project could include industrial uses that potentially sell, use, store, transport, or release substantial quantities of hazardous materials. Businesses that handle certain chemicals over threshold quantities are required to abide by the Ventura County Division of Environmental Health, Certified Unified Program Agency, and programs, such as preparation of a Hazardous Materials Business Plan (HMBP). The HMBP consists of basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans (CalEPA 2023). Hazardous materials must be reported in a HMBP if they are handled in quantities equal or greater than 55 gallons of a liquid, 200 standard cubic feet of a compressed gas, or 500 pounds of a solid. Mandatory reporting in HMBPs would reduce potential hazards to workers and the general public near industrial development from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Hazardous Materials Transport, Use, and Disposal

Development facilitated by the proposed project could involve the use of potentially hazardous materials, such as vehicle fuels and fluids, which could be released, should a spill or peak occur. Typically, small fuel or oil spills would have a less-than-significant impact on public health. Furthermore, contractors of individual development projects would be required to implement standard construction BMPs for the use or handling of such materials to avoid or reduce the potential for such conditions to occur. Any transport, use, or disposal of hazardous materials would be carried out in accordance with applicable requirements and local, State, and federal regulations regarding the handling of potentially hazardous materials. These include obtaining a hazardous waste producer's permit from Ventura County Certified Unified Program Agency when required, the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and CCR Title 22. Hazardous materials transported on highways, such as SR 23 and US 101, would be subject to Caltrans requirements, as described in Title 49 of the CFR. Furthermore, the proposed project's Safety Element would implement the following policy intended to ensure the safe transportation of hazardous materials:

These revisions add more accurate information to the hazards and hazardous materials analysis. No environmental impacts would change as a result of this revision.

Appendix D

Page D-2 and Page D-3 of the Thousand Oaks GPU – Daily Roadway Segment Volumes, Speeds, Lanes, Vehicle Mix, and Day Mix table were revised to list all Wendy Drive segments together. The revised Appendix D is attached to the Final EIR, whereby all Wendy Drive segments are listed on Page D-3. This revision has no impact on environmental analysis.

4 Recirculation Not Warranted

As presented in Chapter 3, *Minor Revisions to the Draft EIR*, minor revisions to the Draft EIR would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts. The Minor Revisions (Chapter 3) identifies textual modifications to the Final EIR. The revised text serves to amplify, correct, supplement or clarify, information in the public review Draft EIR. It does not substantively affect the level of impact, nor the conclusions presented. Therefore, recirculation of the Draft EIR is not warranted.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred but before the EIR is certified (Public Resources Code Section 21092.1; *CEQA Guidelines* Section 15088.5). Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (*CEQA Guidelines* Section 15088.5(b)).

The relevant portions of *CEQA Guidelines* Section 15088.5 (items a, b and e) read as follows:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:*
- 1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
 - 2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
 - 3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.*
 - 4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*
- (e) *A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.*

The revisions to the Draft EIR in Section 4.2, *Air Quality*, add regulatory information and clarify regulatory guidance and recommendations in the impact analysis. Further revisions to Mitigation Measure AQ-1 replaces an “or” statement with an “and” statement. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Section 4.2, *Air Quality*, clarify and

amplify the regulatory environment and clarifies Mitigation Measure AQ-1; they would not result in any secondary or otherwise undisclosed effect.

The revisions to Section 4.4, *Cultural Resources*, refine and clarify Mitigation Measures CUL-1 and CUL-2. These revisions would strengthen the mitigation measures themselves and the ability of the City to implement and enforce Mitigation Measures CUL-1 and CUL-2 by better specifying when implementation would be required. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Section 4.4, *Cultural Resources*, clarify and amplify the standards established by these measures and they would not result in any secondary or otherwise undisclosed effect.

The revisions to Section 4.5, *Greenhouse Gas Emissions*, refine and clarify Mitigation Measures GHG-2. These revisions would ensure that the City's CEAP is accurately described and characterized. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Section 4.5, *Greenhouse Gas Emissions*, clarify the standards established by this measure and they would not result in any secondary or otherwise undisclosed effect.

The revision to Section 4.8 *Paleontological Resources*, refines and clarifies Mitigation Measures PAL-1. The revisions would strengthen the mitigation measure itself and the ability of the City to implement and enforce Mitigation Measure PAL-1 by better specifying when implementation would be required. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Section 4.8, *Paleontological Resources*, clarify and amplify the standards established by this measure and they would not result in any secondary or otherwise undisclosed effect.

The revisions to the Draft EIR in Section 4.11, *Transportation*, correct environmental setting information and add relevant regulatory information. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Section 4.11, *Transportation*, clarify and amplify the existing setting and regulatory environment, which does not result in any secondary or otherwise undisclosed effect.

The revisions to the Draft EIR in Section 4.14, *Effects Found Not To Be Significant*, add relevant regulatory information. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Section 4.14, *Effects Found Not To Be Significant*, clarify and amplify the regulatory environment, which does not result in any secondary or otherwise undisclosed effect.

The revisions to the Draft EIR in Appendix D, correct a clerical error. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions to Appendix D clarify the existing setting, which does not result in any secondary or otherwise undisclosed effect.

The revisions to Safety Element policy language were reflected in the Draft EIR in Section 2, *Project Description*, Section 4.11, *Transportation*, and Section 4.13, *Wildfire*, in addition to the updated Figure 4.13-2. Safety Element revisions were based upon consultation with the California Department of Forestry and Fire Protection. These revisions were carried over to the Draft EIR for consistency. Recirculation is not required where new information added to the EIR merely clarifies or amplifies or makes minor modifications in an EIR (*CEQA Guidelines* Section 15088.5(b)). Revisions

to Safety Element policies in the aforementioned sections clarify the regulatory environment, which does not result in any secondary or otherwise undisclosed effect.

The new information and revised wording of Mitigation Measures AQ-1, CUL-1, CUL-2, and PAL-1 added to this Final EIR would not result in a substantial increase in the severity of an environmental impact, nor a new significant environmental impact that would result from the revised mitigation. Finally, additional information provided in this Final EIR does not present a feasible project alternative or mitigation measure considerably different from others previously analyzed in the EIR that the City has declined to adopt and that would lessen an environmental impact.

The information added to this Final EIR supplements, clarifies, amplifies, and corrects information in the Draft EIR. The City has reviewed the information in the Minor Revisions and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to *CEQA Guidelines* Section 15088.5, and does not require recirculation of the Draft EIR. This decision is supported by substantial evidence provided in this EIR.

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5 References

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Response to Comments

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Revised Appendix D

Transportation Memo and Data

DRAFT MEMORANDUM

To: City of Thousand Oaks

From: Iteris, Inc.

Date: August 8, 2023

RE: Thousand Oaks General Plan Update – **Draft** CEQA Transportation Impact Analysis

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the City of Thousand Oaks General Plan Update (GPU). The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The General Plan Update's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

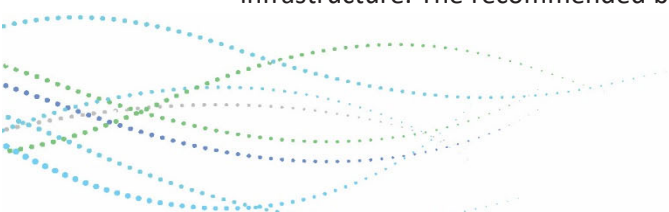
- T-1 Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- T-2 Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
- T-3 Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- T-4 Would the project result in inadequate emergency access?*

PROJECT SETTING

Thousand Oaks is served by a system of streets and paths that enable connections within the City and to the regional transportation system. The facilities are classified by their function with different characteristics and accommodations for modes of travel and access to adjacent land use. The system supports multiple modes of travel and contains network elements that support vehicular, bicycle, pedestrian, and transit travel.

The local pedestrian network is a sidewalk system along the roadway network, greenbelts, and trails with sidewalk crossings at intersections. The City's Road Design and Construction Standards require sidewalk for all roadway cross sections with a five-foot minimum sidewalk with no buffer area (monolithic) and four-foot minimum sidewalk if a buffer is present (detached).

The local bicycle network in Thousand Oaks is composed of a combination of facilities on roadways, sidewalks, and off-street paths. A defined bikeway network describes the hierarchy of bicycle-specific infrastructure. The recommended bicycle network is based on the Thousand Oaks Active Transportation



Plan (ATP). Many of the proposed improvements are Class II bicycle lanes sited on principal arterials such as Janss Road and secondary/minor arterials such as Hillcrest Drive.

Lastly, the City is served by multiple transit operators along its roadway network and at the City Transportation Center. Transit services provide reliable and efficient travel to social services, healthcare facilities, and key job centers.

ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared, through review of the General Plan Update goals and policies (and comparing against relevant plans as appropriate) to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the Ventura County Transportation Model (VCTM), a computerized travel demand model maintained by the Ventura County Transportation Commission. Iteris utilized the VCTM to generate the VMT statistics. This land-use based model, which is a subarea model of the Southern California Association of Government's (SCAG) travel demand model, is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and 2040 future year scenario. The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Thousand Oaks, including 110 TAZ's within the City.

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in the City were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within the City, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the General Plan Update analyzes the full extent of vehicle travel from the Project.

For the purposes of the analysis, the VCTM 2040 scenario is used to represent the General Plan buildout year of 2045. This is a conservative approach, as a review of SCAG 2016 RTP/SCS and 2020 RTP/SCS shows a reduction in population and employment forecasts in Ventura County in SCAG's buildout year 2045 versus 2040.

In order to determine the GPU project's potential level of impact, a new VCTM scenario was prepared, incorporating the 2045 land use projections (within the City of Thousand Oaks) of the General Plan Update. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. **Table 1** summarizes the General Plan Update's proposed net changes in land use, which were incorporated into the TAZ's based on the location of change areas.

Table 1: Proposed General Plan Update Net Land Use Changes

Land Use Type	Existing (2016)	Proposed Land Use Plan (2045)	Net Change
Residential			
Residential Units	47,182 units	55,049 units	+7,867 units
Non-Residential			
Employment	69,755 jobs	81,623 jobs	+11,868 jobs

As shown, the GPU’s anticipated change in dwelling units and employment over the 2045 estimated buildout is:

- Addition of 7,867 residential units; and
- Addition of 11,868 jobs.

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

The General Plan Update project’s planned transportation networks, goals and policies provide consistency related to regional active transportation plans, transit plans, and other mobility infrastructure; specifically the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Ventura County Transportation Commission Comprehensive Transportation Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Thousand Oaks is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements,

preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City will work with SCAG to update the RTP/SCS to be consistent with the City's General Plan. The General Plan includes strategies to focus development (areas of change) in the City's commercial core, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

Ventura County Transportation Commission (VCTC) Comprehensive Transportation Plan

The VCTC Comprehensive Transportation Plan (CTP) is a transportation vision for Ventura County and identify ways of achieving this vision within constrained resources. The CTP is a long-range policy document, built from community-based, local priorities and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP provides a framework for future community-based planning and collaboration and inform Ventura County's long range transportation decisions. The City's General Plan Update is consistent with the CTP Shared Vision of the Future¹ of the transportation system:

- Preserving Quality of Life
- A Connected and Integrated Transportation System
- Convenient and Accessible Options
- Inclusive of All Community Members and Needs
- Safe
- Balances All Interests
- Built from a Sustainable Plan

The following relevant goals and policies, as part of the General Plan Mobility Element, would support consistency with these plans:

- **Access and Connectivity**
 - Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode
 - **Policy M-1.1: Safety.** Use the Local Road Safety Plan to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
 - Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks
 - **Policy M-2.7: Regional Programs.** Support regional congestion management and air quality programs.
- **Managed Infrastructure Improvements** **Goal M-4:** Create a transportation system that will accommodate future growth that provides modes for all

¹https://scag.ca.gov/sites/main/files/file-attachments/dpeir_connectsocial_appendix02_planprojectlist.pdf?1606004008

- **Policy M-4.11: Regional Collaboration.** Collaborate with VCTC, SCAG and Caltrans to obtain planning grants and update the Capital Improvement Plan, Local Road Safety Plan, Active Transportation Plan or other transportation planning efforts.

The General Plan Update is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant** and no further mitigation would be required.

T-2 Impact Evaluation

Under criteria T-2, the proposed General Plan Update's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

VMT Impact Analysis

The City currently evaluates VMT impacts of individual development projects on a case-by-case basis (in terms of thresholds of significance). Therefore, as part of the Implementation Plan, an action was included to address this. Action **M-A.7** states the following:

- **VMT-based transportation analysis policy & VMT mitigations for environmental review** – Adopt and implement the City's VMT Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identified TDM-based mitigations.

The thresholds of significance, for use in this analysis, are defined as:

- The project would result in a significant impact if the project conditions (i.e., the General Plan Update conditions) average daily citywide VMT per service population exceeds 15% below the existing conditions average daily citywide VMT per service population.

While a 15 percent threshold is used in this Program EIR to analyze VMT impacts of the proposed project, this threshold may not be utilized by the City as lead agency for future projects. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a project's VMT pursuant to *CEQA Guidelines* Section 15064.3(b)(4). Therefore, the 15 percent lower per capita and per employee VMT than existing regional development threshold used to analyze VMT of the proposed project in accordance with the OPR Technical Advisory may not necessarily be used for future projects in Thousand Oaks. As lead agency, the City may choose to adopt a lower threshold than OPR's recommended threshold due to geographical considerations. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis.

Applying the described land use projections, citywide VMT outputs were developed using the VCTM. **Table 2** summarizes the daily citywide VMT per service population for the existing and future year 2045 with General Plan Update scenarios. Detailed VMT calculations are provided in **Appendix A**.

Table 2: Citywide VMT Summary

Scenario	Total Home-based Daily VMT	Total Work-based Daily VMT	“Other”-based VMT*	Total Daily VMT	Residents	Employees	Service Population	VMT / Service Population
Existing (2016)	2,056,268	1,578,635	2,703,632	6,338,536	134,171	69,755	203,926	31.08
Future Year 2045 With GPU	2,637,386	1,601,761	2,518,876	6,758,023	154,031	81,623	235,654	28.68

* "Other" trips include school, university, shopping, social/recreational, and other non-home and non-work related trip ends.

As shown in **Table 2**, the future year 2045 with General Plan Update citywide VMT per service population is forecast to be 28.68, while the existing (2016) citywide VMT per service population is currently 31.08. As such, 15% below existing citywide VMT per service population is 26.42. Therefore, the future year 2045 with General Plan Update citywide VMT per service population (28.68) is forecast exceed the threshold.

Thus, this impact is considered **significant and unavoidable**.

Goals and Policies Affecting VMT Reduction

The following relevant goals and policies, as part of the General Plan Mobility Element, would have an effect on reducing VMT:

- **Access and Connectivity**
 - Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode
 - **Policy M-1.5: Active Transportation.** Reaffirm and implement the Active Transportation Plan, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
 - Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks
 - **Policy M-2.1: Mobility Barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.
 - **Policy M-2.2: Access to services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services citywide.
 - **Policy M-2.3: Transit service coverage.** Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.
 - **Policy M-2.4: Transit service frequency.** Increase the frequency of service along existing transit routes.

- **Community Health**

Goal M-3: Create and maintain a transportation system that improves community health.

- **Policy M-3.1: Active travel facilities.** Prioritize active transportation investments that provide a means for physical activity, and improve access to Thousand Oaks' parks, trails, equestrian facilities, open space, and recreational areas.
- **Policy M-3.2: Neighborhood streets.** Create neighborhood streets that unify neighborhoods, reduce vehicle speeds, reduce barriers for people walking, biking, and riding transit, and provide connectivity to arterials. Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.
- **Policy M-3.5: Mixed-use development.** Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, EV charging stations, and vehicle share programs for reduced parking.
- **Policy M-3.6: Trip reduction.** Implement pedestrian-oriented land uses that reduce vehicle miles travelled through providing community supportive services such as healthy food, childcare, and access to other daily services.

- **Managed Infrastructure Improvements**

Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.

- **Policy M-4.6: Micro-mobility support.** Expand mobility for first and last-mile transportation needs in addition to providing access to local university students.

Goal M-5: Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

- **Policy M-5.1: Public rights of way.** Construct wider sidewalks on streets in a manner that improves public safety and pedestrian access to commercial areas.
- **Policy M-5.3: Bicycle parking.** Expand the availability of secure and convenient bicycle parking at key destinations.
- **Policy M-5.6: Multimodal improvements.** Multimodal improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road, and other major arterials.

- **Sustainability**

Goal M-6: Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.

- **Policy M-6.1: Decrease vehicle trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
- **Policy M-6.2: Decrease vehicle miles.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near to residents' homes.
- **Policy M-6.4: Transportation Demand Management (TDM).** Promote and incentivize the

use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.

T-3 Impact Evaluation

The objective of the General Plan is to ensure future development and transportation facilities would improve connectivity and linkages throughout the City. Any proposed roadway improvements included in the General Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The General Plan does not propose any incompatible uses that would increase hazards. As a result, the General Plan will have a beneficial impact on geometric design features and incompatible uses. In addition, the following relevant goal and policies, as part of the General Plan's Mobility Element, would have a positive effect on geometric design:

- **Access and Connectivity**
Goal M-1: Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
 - **Policy M-1.1: Safety.** Use the Local Road Safety Plan to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
 - **Policy M-1.2: Roadway Design.** Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.
 - **Policy M-1.3: Intersection Design.** Prioritize mobility and safety for non-motorized modes in all intersection designs.

- **Community Health**
Goal M-3: Create and maintain a transportation system that improves community health.
 - **Policy M-3.5: Mixed-use development.** Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, EV charging stations, and vehicle share programs for reduced parking.

Based on the goals and policies of the General Plan, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

The General Plan Update does not include elements that would impede emergency vehicle access. Public roadways and buildings would conform to City and County Fire Department standards for access. In addition, the following relevant goal and policy, as part of the General Plan, would have a positive effect on emergency access:

- **Access and Connectivity**
Goal M-1: Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
 - **Policy M-1.2: Roadway Design.** Design and maintain the public right-of-way through a

complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.

Thus, this impact is considered **less than significant**.

APPENDIX A – VMT Calculations

Detailed VMT Outputs

2016 (Base)

Thousand Oaks			
ID	Purpose	Productions	Attractions
1	Home-based Work	1,062,410	1,367,170
2	Home-based School	31,574	61,212
3	Home-based University	7,811	217,178
4	Home-based Shopping	178,464	211,863
5	Home-based Social-Recreational	350,904	429,298
6	Home-based Serve Passenger	82,310	157,232
7	Home-based Other	342,795	527,904
8	Work-Based Other	211,466	157,483
9	Other Based Other	491,679	449,784
Total VMT		2,759,413	3,579,123
Total Home-based VMT		2,056,268	
Total Work-based VMT		1,578,635	
Total Population		134,171	
Total Employees		69,755	
Total Home-based VMT/Capita		15.33	
Total Work-based VMT/Employee		22.63	
Total VMT/Service Population		31.08	

2,703,632 <- Other-based total

6,338,536 <- Total VMT

203,926 <- Service Population

2040 With GPU Project

Thousand Oaks			
ID	Purpose	Productions	Attractions
1	Home-based Work	1,585,207	1,364,253
2	Home-based School	49,368	57,209
3	Home-based University	9,331	184,415
4	Home-based Shopping	187,493	214,947
5	Home-based Social-Recreational	350,782	410,449
6	Home-based Serve Passenger	98,205	141,750
7	Home-based Other	357,000	520,119
8	Work-Based Other	237,508	129,373
9	Other Based Other	460,358	400,256
Total VMT		3,335,252	3,422,771
Total Home-based VMT		2,637,386	
Total Work-based VMT		1,601,761	
Total Population		154,031	
Total Employees		81,623	
Total Home-based VMT/Capita		17.12	
Total Work-based VMT/Employee		19.62	
Total VMT/Service Population		28.68	

2,518,876 <- Other-based total

6,758,023 <- Total VMT

235,654 <- Service Population

Thousand Oaks GPU - Daily Roadway Segment Volumes, Speeds, Lanes, Vehicle Mix, and Day Mix

No	Roadway	Location	Existing ADT (from counts)	Preliminary Post-processed Future Year with GPU Daily Volume	Posted Speed Limit	Number of Lanes	Vehicle Mix %			Day Mix %		
							Autos	Medium Trucks	Heavy Trucks	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
1	Moorpark Rd	Santa Rosa Rd to Olsen Rd	13,490	15,100	45	2	100.00%	0.00%	0.00%	80.6%	12.9%	6.5%
2		Olsen Rd to Avenida de Los Arboles	14,970	17,000	45	4	99.52%	0.11%	0.14%	80.6%	12.9%	6.5%
3		Avenida de Los Arboles to Avenida de Las Flores	17,470	19,900	45	4	99.52%	0.11%	0.12%	80.6%	12.9%	6.5%
4		Avenida de Las Flores to Janss Rd	23,530	27,000	45	4	99.15%	0.19%	0.33%	80.6%	12.9%	6.5%
5		Janss Rd to Wilbur Rd	25,865	30,800	45	4	98.92%	0.32%	0.39%	80.6%	12.9%	6.5%
6		Wilbur Rd to Hillcrest Dr	17,220	19,700	35	5	97.88%	0.54%	0.97%	80.6%	12.9%	6.5%
7		Hillcrest Dr to Thousand Oaks Blvd	27,190	35,200	35	5	97.56%	0.54%	1.26%	80.6%	12.9%	6.5%
8		Thousand Oaks Blvd to US-101	30,900	35,800	35	5	97.35%	0.57%	1.43%	80.6%	12.9%	6.5%
9		South of US-101	17,990	20,500	40	4	99.32%	0.23%	0.15%	80.6%	12.9%	6.5%
10	Olsen Rd	North City Boundary to SR-23	24,690	26,600	50	4	99.05%	0.25%	0.33%	82.0%	11.0%	7.0%
11		SR-23 to Erbes Rd	23,980	29,100	50	4	99.42%	0.14%	0.13%	82.0%	11.0%	7.0%
12		Erbes Rd to Sunset Hills Blvd	17,770	21,600	50	4	99.48%	0.13%	0.10%	82.0%	11.0%	7.0%
13		Sunset Hills Blvd to Moorpark Rd	24,170	28,200	50	4	99.16%	0.20%	0.25%	82.0%	11.0%	7.0%
14		Moorpark Rd to Avenida De Los Arboles	16,800	18,900	50	4	99.45%	0.13%	0.15%	82.0%	11.0%	7.0%
15	Lynn Rd	Janss Rd to Camino Dos Rios	26,030	27,800	45	4	99.08%	0.24%	0.30%	82.0%	11.0%	7.0%
16		Camino Dos Rios to Hillcrest Dr	34,380	37,000	45	4	98.82%	0.32%	0.40%	82.0%	11.0%	7.0%
17		Hillcrest Dr to US-101	28,990	31,500	45	4	97.65%	0.54%	1.15%	82.0%	11.0%	7.0%
18		US-101 to Ventu Park Rd	15,750	17,400	50	4	98.04%	0.37%	1.04%	82.0%	11.0%	7.0%
19		Ventu Park Rd to Wendy Dr	17,693	19,300	50	4	97.70%	0.41%	1.29%	82.0%	11.0%	7.0%
20		Wendy Dr to Reino Rd	12,950	13,500	50	4	97.38%	0.47%	1.52%	82.0%	11.0%	7.0%
21		Reino Rd to Via Las Brisas	12,860	13,900	50	4	97.98%	0.38%	1.10%	82.0%	11.0%	7.0%
22		Via Las Brisas to Rancho Dos Vientos	-	-	50	4	98.20%	0.34%	1.06%	82.0%	11.0%	7.0%
23		Erbes Rd	Sunset Hills Blvd to Pederson Rd	13,020	15,800	45	4	99.54%	0.11%	0.13%	84.9%	10.3%
24	Pederson Rd to Avenida De Los Arboles		20,680	24,900	45	4	99.50%	0.11%	0.14%	84.9%	10.3%	4.8%
25	Avenida de Los Arboles to Avenida de Las Flores		16,380	18,900	45	4	99.38%	0.15%	0.10%	84.9%	10.3%	4.8%
26	Avenida de Las Flores to Janss Rd		17,410	22,100	45	4	99.61%	0.11%	0.05%	84.9%	10.3%	4.8%
27	Janss Rd to Hillcrest		15,420	19,800	45	2	98.80%	0.39%	0.23%	84.9%	10.3%	4.8%
28	Hillcrest Dr to Thousand Oaks Blvd	8,720	10,600	40	2	99.11%	0.24%	0.27%	84.9%	10.3%	4.8%	
29	Westlake Blvd	Avenida De Los Arboles to Kanan Rd	22,310	25,200	50	4	98.70%	0.31%	0.42%	82.0%	11.0%	7.0%
30		Kanan Rd to Hillcrest Dr	16,670	17,700	50	4	98.25%	0.37%	0.81%	82.0%	11.0%	7.0%
31		Hillcrest Dr to Thousand Oaks Blvd	23,030	23,200	50	6	95.94%	0.89%	2.12%	82.0%	11.0%	7.0%
32		Thousand Oaks Blvd to US-101	32,860	34,700	50	6	96.86%	0.77%	1.51%	82.0%	11.0%	7.0%
33		US-101 to Agoura Rd	20,070	21,500	40	6	92.46%	1.04%	2.84%	82.0%	11.0%	7.0%
34		Agoura Rd to Triunfo Cyn Rd	21,360	22,900	40	6	93.68%	0.91%	2.34%	82.0%	11.0%	7.0%
35		Triunfo Cyn Rd to Potrero Rd	14,930	16,000	40	4	93.51%	0.91%	2.38%	82.0%	11.0%	7.0%
36		Potrero Rd to South City Boundary	-	-	35	2	92.74%	0.99%	2.65%	82.0%	11.0%	7.0%

No	Roadway	Location	Existing ADT (from counts)	Preliminary Post-processed Future Year with GPU Daily Volume	Posted Speed Limit	Number of Lanes	Vehicle Mix %			Day Mix %		
							Autos	Medium Trucks	Heavy Trucks	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
37	Kanan Rd	Westlake Blvd to East City Boundary	10,986	13,700	45	4	98.99%	0.26%	0.23%	83.3%	10.8%	5.9%
38	Hampshire Rd	Thousand Oaks Blvd to US-101	11,950	12,000	35	5	98.31%	0.43%	0.72%	82.0%	11.0%	7.0%
39		US-101 to Westlake Blvd	11,950	14,800	45	6	99.43%	0.19%	0.08%	82.0%	11.0%	7.0%
40	Agoura Rd	Westlake Blvd to East City Boundary	18,280	21,600	45	4	98.55%	0.33%	0.43%	82.0%	11.0%	7.0%
41	Triunfo Cyn Rd	Westlake Blvd to East City Boundary	8,320	9,200	45	4	98.77%	0.26%	0.32%	82.0%	11.0%	7.0%
42	Ventu Park Rd	Rancho Conejo Blvd to Hillcrest Dr	19,630	20,900	40	4	94.94%	1.20%	2.53%	82.0%	11.0%	7.0%
43		Hillcrest Dr to US-101	22,260	24,300	40	5	92.98%	1.26%	4.28%	82.0%	11.0%	7.0%
44		US-101 to Lynn Rd	5,480	7,100	40	4	98.58%	0.40%	0.42%	82.0%	11.0%	7.0%
4501	Rancho Conejo Blvd	Ventu Park Rd to Amgen Center Dr	10,456	13,800	40	4	95.20%	1.11%	2.68%	80.2%	7.7%	12.1%
4502		Amgen Center Dr to Hillcrest Dr	10,456	12,800	40	6	95.02%	1.10%	2.87%	80.2%	7.7%	12.1%
46		Hillcrest Dr to US-101	26,010	27,800	40	6	96.74%	0.69%	1.78%	80.2%	7.7%	12.1%
47	Borchard Rd	US-101 to Wendy Dr	22,552	27,600	45	4	98.01%	0.44%	0.94%	78.6%	12.6%	8.7%
48		Wendy Dr to Reino Rd	15,970	18,200	45	4	96.75%	0.78%	1.48%	78.6%	12.6%	8.7%
4901		Reino Rd to Via Las Brisas (eastern half)	12,480	14,100	45	4	96.20%	0.94%	1.70%	78.6%	12.6%	8.7%
4902		Reino Rd to Via Las Brisas (western half)	12,480	12,800	45	4	41.73%	15.28%	26.81%	78.6%	12.6%	8.7%
50	Reino Rd	Old Conejo Rd to Borchard Rd	12,480	14,200	40	4	99.35%	0.19%	0.10%	82.0%	11.0%	7.0%
5101		Borchard Rd to Maurice Dr	10,690	11,800	45	2	99.26%	0.16%	0.20%	82.0%	11.0%	7.0%
5102		Maurice Dr to Lynn Rd	10,690	11,500	45	2	99.40%	0.14%	0.15%	82.0%	11.0%	7.0%
53	Janss Rd	Lynn Rd to Moorpark Rd	7,460	8,100	35	4	98.55%	0.28%	0.69%	82.0%	11.0%	7.0%
54		Moorpark Rd to SR-23	19,180	21,300	40	4	98.33%	0.37%	0.78%	82.0%	11.0%	7.0%
55		SR-23 to Erbes Rd	15,630	17,200	40	4	99.33%	0.21%	0.15%	82.0%	11.0%	7.0%
56	Hillcrest Dr	Camino Dos Rios to Rancho Conejo Blvd	13,480	16,000	45	2	98.16%	0.71%	0.34%	84.3%	10.3%	5.4%
57		Rancho Conejo Blvd to Ventu Park Rd	20,560	24,300	45	4	97.97%	0.71%	0.52%	84.3%	10.3%	5.4%
58		Ventu Park Rd to Lynn Rd	22,880	27,100	45	4	97.08%	0.91%	0.99%	84.3%	10.3%	5.4%
59		Lynn Rd to Moorpark Rd	23,180	28,900	45	6	97.81%	0.63%	0.86%	84.3%	10.3%	5.4%
60		Moorpark Rd to SR-23	13,090	14,900	45	4	98.06%	0.55%	0.74%	84.3%	10.3%	5.4%
61		SR-23 to Rancho Rd	-	-	40	4	98.14%	0.54%	0.66%	84.3%	10.3%	5.4%
62		Rancho Rd to Erbes Rd	12,430	15,500	40	4	98.05%	0.68%	0.49%	84.3%	10.3%	5.4%
63	Erbes Rd to Conejo School Rd	17,530	20,200	45	4	98.29%	0.58%	0.43%	84.3%	10.3%	5.4%	
64		Conejo School Rd to Westlake Blvd	-	-	45	4	98.06%	0.67%	0.51%	84.3%	10.3%	5.4%

No	Roadway	Location	Existing ADT (from counts)	Preliminary Post-processed Future Year with GPU Daily Volume	Posted Speed Limit	Number of Lanes	Vehicle Mix %			Day Mix %		
							Autos	Medium Trucks	Heavy Trucks	Daytime (7am-7pm)	Evening (7pm-10pm)	Nighttime (10pm-7am)
65	Thousand Oaks Blvd	Moorpark Rd to Hodencamp Rd	14,810	17,800	35	4	98.85%	0.40%	0.26%	83.0%	9.9%	7.0%
66		Hodencamp Rd to SR-23	18,640	22,300	35	4	98.95%	0.37%	0.24%	83.0%	9.9%	7.0%
67		SR-23 to Rancho Rd	22,990	27,500	35	4	98.28%	0.45%	0.72%	83.0%	9.9%	7.0%
68		Rancho Rd to Erbes Rd	26,580	31,600	35	4	98.96%	0.33%	0.25%	83.0%	9.9%	7.0%
69		Erbes Rd to Conejo School Rd	21,090	26,800	35	4	98.88%	0.33%	0.33%	83.0%	9.9%	7.0%
70		Conejo School Rd to Hampshire Rd	19,710	22,100	35	4	98.81%	0.33%	0.38%	83.0%	9.9%	7.0%
71		Hampshire Rd to Westlake Blvd	23,742	28,600	35	4	99.01%	0.34%	0.27%	83.0%	9.9%	7.0%
72	Erbes Rd	Olsen Rd to SR-23	7,290	8,900	45	2	99.36%	0.14%	0.13%	84.9%	10.3%	4.8%
73		SR-23 to Sunset Hills Blvd	6,390	7,200	45	2	98.46%	0.33%	0.54%	84.9%	10.3%	4.8%
74	Sunset Hills Blvd	Olsen Rd to SR-23	6,060	6,400	50	4	97.61%	0.49%	1.04%	82.0%	11.0%	7.0%
75		SR-23 to Erbes Rd	9,610	11,500	50	4	99.37%	0.13%	0.23%	82.0%	11.0%	7.0%
76		East of Erbes Rd	2,890	-	40	2	99.37%	0.13%	0.23%	82.0%	11.0%	7.0%
77	Avenida de los Arboles	Olsen Rd to Moorpark Rd	12,740	14,300	35	2	98.72%	0.32%	0.46%	82.0%	11.0%	7.0%
78		Moorpark Rd to SR-23	12,270	14,800	35	2	98.20%	0.41%	0.73%	82.0%	11.0%	7.0%
79		SR-23 to Erbes Rd	20,370	21,200	45	6	98.28%	0.41%	0.58%	82.0%	11.0%	7.0%
80		Erbes Rd to Westlake Blvd	23,240	26,100	45	6	98.78%	0.31%	0.34%	82.0%	11.0%	7.0%
81	Avenida de las Flores	Lynn Rd to Moorpark Rd	6,100	6,700	35	2	99.50%	0.12%	0.05%	82.0%	11.0%	7.0%
82		Moorpark Rd to SR-23	7,650	9,200	35	2	99.47%	0.15%	0.07%	82.0%	11.0%	7.0%
83		SR-23 to Erbes Rd	8,630	10,700	40	2	99.52%	0.13%	0.06%	82.0%	11.0%	7.0%
84	La Granada	East of Erbes Rd	3,950	4,600	35	2	100.00%	0.00%	0.00%	82.0%	11.0%	7.0%
85	Gainsborough Rd	Lynn Rd to Moorpark Rd	4,990	6,000	35	2	98.49%	0.42%	0.41%	82.0%	11.0%	7.0%
86		East of Moorpark Rd	3,930	4,800	35	2	98.47%	0.50%	0.34%	82.0%	11.0%	7.0%
87	Wilbur Rd	Hillcrest Dr to Moorpark Rd	9,700	12,300	35	4	99.22%	0.27%	0.20%	82.0%	11.0%	7.0%
88		Moorpark Rd to Hodencamp Rd	8,370	10,400	35	2	98.74%	0.48%	0.23%	82.0%	11.0%	7.0%
89	Triunfo Cyn Rd	North of Westlake Blvd	3,260	3,400	35	2	99.61%	0.10%	0.08%	82.0%	11.0%	7.0%
90	Wendy Dr	Borchard Rd to Lynn Rd	3,330	3,900	40	2	98.89%	0.31%	0.28%	82.0%	11.0%	7.0%
91		Lynn Rd to Portrero Rd	3,460	4,100	40	2	98.03%	0.58%	0.52%	82.0%	11.0%	7.0%
52		US-101 to Borchard Rd	12,190	12,200	35	2	97.91%	0.59%	0.78%	82.0%	11.0%	7.0%
92	Lynn Rd	Avenida de Los Arboles to Avenida de Las Flores	23,210	25,400	45	4	99.16%	0.21%	0.27%	82.0%	11.0%	7.0%
93		Avenida de Las Flores to Janss Rd	22,990	25,900	45	4	99.13%	0.21%	0.29%	82.0%	11.0%	7.0%
94	Thousand Oaks Blvd	Westlake Blvd to East City Boundary	20,830	20,900	40	4	98.10%	0.62%	0.61%	83.0%	9.9%	7.0%
95	SR-23	North of US-101	80,000	81,800	65	6	95.47%	0.88%	2.32%	82.0%	11.0%	7.0%
96	US-101	West of SR-23	170,000	179,200	65	8	88.90%	1.51%	7.40%	82.0%	11.0%	7.0%
97		East of SR-23	171,000	180,100	65	10	89.32%	1.37%	7.16%	82.0%	11.0%	7.0%

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Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

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Air Quality							
AQ-1. Adopt and Implement a New General Plan Policy that Requires Construction HRA							
<p>To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:</p> <ul style="list-style-type: none"> Policy 10.7: Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, and does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, and uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants. 	<p>The City shall adopt Policy 10.7 into the Conservation Element.</p>	<p>As part of the General Plan approval process.</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			
AQ-2: Conduct Operational HRA.							
<p>Prior to permit approval for warehousing or commercial land uses that would generate at least 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day, the applicant shall submit an operational HRA or submit proof that an HRA is not required in accordance with health risk thresholds of an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute) to the City for review and approval. If required by the City, the operational HRA shall be prepared in accordance with the OEHHA and mitigated to below the health risk thresholds. Typical measures to reduce risk impacts may include, but are not limited to:</p> <ul style="list-style-type: none"> Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible Electrifying warehousing docks Truck Electric Vehicle (EV) Capable trailer spaces Requiring use of newer equipment and/or vehicles Restricting off-site truck travel through the creation of truck routes <p>The operational HRA shall be provided to the City for review and concurrence prior to project approval.</p>	<p>The City shall review and approve an operational HRA or proof that an HRA is not required.</p>	<p>Prior to permit approval for warehousing or commercial land uses that would generate at least 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day.</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Biological Resources							
BIO-1 Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures							
<p>For construction activities initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Thousand Oaks region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a "Nesting Bird Area" and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the</p>	<p>The City shall verify that the pre-construction nesting bird survey is included in site plans and shall review the report summarizing the pre-construction nesting bird surveys completed for projects where construction activities would be initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors).</p>	<p>Prior to initiation of ground disturbance and vegetation removal.</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.</p>							
<p>BIO-2: Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s).</p>							
<p>For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season from April 1 through August 31, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist no more than 5 days prior to any construction activities during the bat maternity season. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special-status bat species are detected during the survey, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted.</p> <p>Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) will be conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing will be determined by the qualified biologist. Passive acoustic monitoring equipment will be utilized during the emergence surveys to determine identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist, either multiple emergency surveys may be necessary</p>	<p>The City shall verify that special status bat species habitat assessment surveys and emergence surveys are conducted for future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity.</p> <p>The City shall ensure that USFWS and/or CDFW has provided consultation and approval for bat mitigation and/or management plans created for sites where special-status bat species are documented and the roost site cannot be avoided by the project.</p>	<p>Prior to commencement of construction.</p> <p>Prior to commencement of construction.</p>	<p>Once</p> <p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk.</p> <p>Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist will determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential resulting project impacts and surrounding terrain. For example, if a project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost.</p> <p>Should special-status bat species be documented within a project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction.</p>							
BIO-3: Conduct Pre-construction Crotch's Bumblebee Surveys and Implement Avoidance Measures							
<p>For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch's bumblebee shall be performed by a qualified biologist knowledgeable and experienced with Crotch's bumblebee and the habitat in which they occur. If the biologist determines that suitable habitat for Crotch's bumblebee is present, a focused survey shall be performed during the species' active flight period for Crotch's bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The Crotch's bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting. If Crotch's bumblebee is</p>	<p>The City shall review a report summarizing the results of the habitat assessment and focused survey for Crotch's Bumblebee.</p> <p>The City shall ensure that CDFW has provided consultation in the event Crotch's bumblebee was observed within a project site and an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required.</p>	<p>Prior to the commencement of construction activities.</p> <p>Prior to the initiation of any ground disturbance on site.</p>	<p>Once</p> <p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

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<p>determined to be present, the project proponent shall map the locations of the observed bumblebee, areas of abundant nectar or pollen sources, and any active nesting sites. A report summarizing the results of the habitat assessment and focused survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Further, consultation with the CDFW will be necessary in the event Crotch's bumblebee was observed within a project site and an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required prior to initiating any ground disturbance on the site.</p>							
Cultural Resources							
CUL-1: Historical Resources							
<p>If determined necessary based on preliminary review conducted by City staff, the project applicant shall submit a report to the City that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished. If historical-age features are present, the applicant shall submit a historical resources evaluation to the City prepared in areas that contains buildings, structures, objects, sites, landscape/site plans, or other features that are 45 years of age or older, by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History or History (36 CFR Part 61). The evaluation shall be carried out in accordance with the guidelines and best practices meeting the State Office of Historic Preservation guidelines (NPS 2023b). All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and approval.</p> <p>If historical resources are identified through the survey and evaluation, efforts shall be made by the applicant to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's <i>Standards for the Treatments of Historic Properties</i>. The applicant shall submit a report to the City that identifies and specifies the treatment of character-defining features and construction activities, and demonstrates how the</p>	<p>The City shall review and approve the historical resources evaluation report, including any site-specific mitigation measures required, submitted by the applicant that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished.</p>	<p>Prior to issuance of any permits for demolition or alteration of the historical resource.</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>project complies with the Secretary of the Interior’s <i>Standards for the Treatments of Historic Properties</i> and avoids the substantial adverse change in the significance of the historical resource as defined by <i>CEQA Guidelines</i> Section 15064.5(b). The report shall be prepared by an architectural historian or historical architect meeting the Professional Qualifications Standards as defined by 36 CFR Part 61 and provided to the City for review and concurrence prior to project approval.</p> <p>If significant historical resources are identified on a development site and compliance with the Secretary of the Interior’s <i>Standards for the Treatments of Historic Properties</i> and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey report. The report shall comply with the Secretary of the Interior’s <i>Standards for Architectural and Engineering Documentation</i> and shall generally follow the Historic American Building Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualifications Standards as defined by 36 CFR Part 61 and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.</p>							
CUL-2: Archaeological Resources Assessment							
For a project that involves ground-disturbance activities (that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading) and if determined necessary based on preliminary review conducted by City staff, the project applicant shall submit to the City an Archaeological Resources Assessment prepared by a qualified archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards in either Prehistoric or Historic Archaeology. Assessments shall include a California Historical Resources Information System records search at the South Central Coast Information Center and a Sacred Lands File Search	The City shall review the archeological resources assessment and confirm they include a California Historical Resources Information System records search and search of the Sacred Lands File. The city shall verify Phase I, Phase II, and Phase III evaluations are included in the archeological resources assessment, when necessary.	Prior to project approval.	Once	City of Thousand Oaks Community Development Department			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>from the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the development site. A qualified professional shall conduct a Phase I pedestrian survey for those projects that include undeveloped areas to locate any surface cultural materials.</p> <p>If the Phase I archaeological survey identifies resources that may be affected, the applicant shall also conduct Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, the qualified professional shall identify appropriate site-specific mitigation measures in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to a less-than-significant level by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit, to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. The City shall review and approve the Archaeological Resources Assessment prior to project approval.</p>							
CUL-3: Unanticipated Discoveries							
<p>For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archaeology shall be contacted</p>	<p>The City shall verify that a qualified cultural resource specialist is retained on project sites whose Phase I archaeological survey identifies archaeological resources that may be affected. The city shall review periodic reports of the findings and subsequent evaluations conducted.</p>	<p>During Construction.</p>	<p>Ongoing</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant pursuant to the CEQA and cannot be avoided by the project, additional work, such as excavating the cultural deposit to fully characterize its extent and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. If archaeological resources of Native American origin are identified during construction, a qualified archaeologist shall consult with the City to begin Native American consultation procedures, which are outlined in Mitigation Measure CUL-4. Periodic reports of the find and subsequent evaluations shall be submitted to the City during construction.</p>							
<p>CUL-4: Suspend Work Around Tribal Cultural Resources Identified During Construction</p>							
<p>In the event that cultural resources of Native American origin are identified during ground disturbance during construction of a project implemented under TO2045, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with local Native American group(s). The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	<p>The City shall verify that earth disturbing work in the vicinity of any cultural resources of Native American origin finds on the project site is suspended or redirected until an archaeologist has evaluated the find. The city shall consult with local Native American Tribes to determine the nature of the find and shall confirm a mitigation plan is prepared and implemented if the find id a tribal cultural resource.</p>	<p>During construction.</p>	<p>Periodically</p>	<p>City of Thousand Oaks Community Development Department</p>			

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Greenhouse Gas Emissions							
GHG-1: Adopt and Implement a CEQA GHG Emissions Threshold							
The City shall adopt CEQA GHG Emissions thresholds of significance by the end of 2024 that is consistent with the CEAP for use in future CEQA GHG emissions analyses through 2030. In addition, upon completion of future CEAP updates and as necessary, the City shall update the CEQA GHG emissions threshold of significance to be consistent with each CEAP update.	The City shall adopt CEQA GHG Emissions thresholds of significance consistent with the CEAP for use in future CEQA GHG emissions analyses through 2030.	By the end of 2024	Once	City of Thousand Oaks City Council			
GHG-2: Adopt Thousand Oaks CEAP to Meet the State's 2030 GHG Emissions Goals							
The City shall draft and adopt the Thousand Oaks CEAP by the end of 2024 to outline how Thousand Oaks will meet the State's 2030 goal of 40 percent below 1990 emissions levels and 2045 goal of carbon neutrality. Implementation measures in the CEAP to achieve the 2030 and 2045 goals may include, but are not limited to, the following: <ul style="list-style-type: none"> Develop and adopt a building electrification ordinance for existing and/or proposed structures Expand charging infrastructure and parking for EVs Implement carbon sequestration by expanding the urban forest and/or supporting regional open space protection Implement policies and measures included in the California 2022 Climate Change Scoping Plan, such as mobile source strategies for increasing clean transit options and zero-emissions vehicles by providing EV charging stations 	The City shall draft and adopt the Thousand Oaks qualified CEAP.	By the end of 2024	Once	City of Thousand Oaks City Council			
Noise							
NOI-1: Conduct Construction Noise Analysis							
Revise proposed TO2045 Policy N-3.2 to include the following: All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Electrical power shall be used to run air compressors and similar power tools and to power any temporary	The City shall revise proposed TO2045 Policy N-3.2.	As part pf the General Plan approval process.	Once	City of Thousand Oaks Community Development Department			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>structures, such as construction trailers or caretaker facilities, where feasible.</p> <p>Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the City's construction standards or when the anticipated construction duration is greater than is typical (e.g., 2 years) and adjacent to sensitive receptors. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated STC 32 or higher.</p>							
NOI-2: Implement Roadway Vehicle Noise Reduction Measures							
<p>The City shall implement a developer fair share mitigation program to fund the following measures for projects operated on the following roadway segments in the city: Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.</p> <p>The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as "quiet pavement" to reduce traffic noise impacts at impacted roadways throughout the city. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Traffic noise reduction measures may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Sound Barrier Walls. Construct sound barriers (e.g., walls or solid fences) along impacted roadways where there are no driveways that would break continuity and along the residential portions or other sensitive receiver locations of such roadways. The sound barriers would be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot and a minimum height of six feet, as measured from the base elevation; and/or 	<p>The City shall implement a developer fair share mitigation program.</p> <p>The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study</p>	<p>Prior to approval of development projects on the identified segments</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<ul style="list-style-type: none"> ▪ Special Roadway Paving. Install “quiet pavement” roadway improvements, such as rubberized asphalt or open-grade asphalt concrete overlays along impacted roadway segments where sound barriers are determined not to be feasible. 							
NOI-3: Construction Vibration Control Plan							
<p>Prior to issuance of a building permit for a project that includes the following, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities:</p> <p>Pile driving within:</p> <ul style="list-style-type: none"> ▪ 135 feet of fragile structures such as historical resources ▪ 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings) ▪ 75 feet of engineered concrete and masonry (no plaster) ▪ A vibratory roller within: <ul style="list-style-type: none"> ▪ 40 feet of fragile historical resources ▪ 25 feet of any other structure ▪ A dozer or other large earthmoving equipment within: <ul style="list-style-type: none"> ▪ 20 feet for a fragile historical structure ▪ 15 feet of any other structure <p>The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses, such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment, shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.</p>	<p>The City shall verify that a groundborne noise and vibration analysis is prepared when applicable.</p> <p>The City shall verify that vibration monitoring is conducted if necessary.</p>	<p>Prior to issuance of a building permit.</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Paleontological Resources							
PAL-1: Retention of Qualified Professional Paleontologist							
<p>Prior to approval of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Llajas Formation, sandstone, Llajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project’s potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist’s findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.</p>	<p>The City shall verify that a Qualified Professional Paleontologist [as defined by the SVP (2010)] is retained by the project applicant to determine the project’s potential to significantly impact paleontological resources.</p> <p>The City shall verify and approve the Qualified Professional Paleontologist’s findings and recommendation and verify that all recommendations are incorporated into the project plans.</p>	Prior to submittal of a discretionary development application.	Once	City of Thousand Oaks Community Development Department			
		Prior to issuance of a grading permit	Once				

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Transportation							
TRA-1: Achieve VMT Reductions for Development Projects							
<p>In the interim, prior to the City adopting VMT Analysis Guidelines included as Implementation Action M-A.7 of the proposed project, for individual projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1. Provision of bus stop improvements or on-site mobility hubs 2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc. 3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program 4. Enhancements to the citywide bicycle network 5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes 6. Cash allowances, passes, or other public transit subsidies and purchase incentives 7. Providing enhanced, frequent bus service 8. Implementation of shuttle service <p>Following the City's adoption of VMT Analysis Guidelines, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the VMT Analysis Guidelines.</p>	<p>Prior to the City adopting VMT Analysis Guidelines the city shall verify that projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis have implemented project-level VTM reduction strategies.</p>	<p>Prior to project approval.</p>	<p>Once</p>	<p>City of Thousand Oaks Community Development Department</p>			

Mitigation Measure/ Implementation Program	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Utilities and Service Systems							
UTIL-1: Provision of a Will Serve Letter							
As part of the City's development review process for individual projects, prior to an individual project's approval, the City shall require the project applicant to provide a Will-Serve letter from the water provider that would serve the proposed development that demonstrates the water provider has determined adequate water supplies exist to serve the proposed development. The project applicant shall provide the Will-Serve letter as an attachment to the development applicant submitted to the City for review and approval. The City shall not approve a development application without submission of a Will-Serve letter.	The City shall verify the provision of a will serve letter from the water provider that would serve the proposed development that demonstrates the water provider has determined adequate water supplies exist to serve the proposed development.	Prior to project approval.	Once	City of Thousand Oaks Community Development Department			

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