



# 3700 RIVERSIDE DRIVE MIXED-USE PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

March 2022



Prepared for:  
City of Burbank  
ATTACHMENT 13 - 1

**Michael Baker**  
INTERNATIONAL





# FINAL ENVIRONMENTAL IMPACT REPORT

## 3700 Riverside Drive Mixed-Use Project

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SCH NO. 2021040010

Lead Agency:



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This document is designed for double-sided printing to conserve natural resources.

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## 1.0 Introduction

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## 1.0 INTRODUCTION

In accordance with the *California Environmental Quality Act Guidelines* (CEQA Guidelines) Section 15088, the City of Burbank, as the lead agency, has evaluated the comments received on the 3700 Riverside Drive Mixed-Use Project Draft Environmental Impact Report (Draft EIR) (State Clearinghouse Number [SCH No.] 2021040010).

The Draft EIR for the proposed 3700 Riverside Drive Mixed-Use Project (herein referenced as the Project) was distributed to responsible and trustee agencies, interested groups, and organizations. The Draft EIR was made available for public review and comment for a period of 45 days. The public review period for the Draft EIR, established by the CEQA Guidelines, commenced on November 29, 2021 and ended January 12, 2022.

The Final EIR consists of the following components:

- Section 1.0 – Introduction;
- Section 2.0 – Responses to Comments;
- Section 3.0 – Errata; and
- Section 4.0 – Mitigation Monitoring and Reporting Program.

Due to its length, the text of the Draft EIR is not included with this document; however, it is included by reference in this Final EIR. None of the corrections or clarifications to the Draft EIR identified in this document constitutes “significant new information” pursuant to CEQA Guidelines Section 15088.5. As a result, recirculation of the Draft EIR is not required.

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## 2.0 Response to Comments

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## 2.0 RESPONSES TO COMMENTS

In accordance with CEQA Guidelines Section 15088, the City of Burbank, as the lead agency, evaluated the written comments received on the Draft Environmental Impact Report (Draft EIR) (State Clearinghouse No. 2021040010) for the 3700 Riverside Drive Mixed-Use Project (herein referenced as the Project) and has prepared the following responses to the comments received. This Responses to Comments section is part of the Final EIR for the Project in accordance with CEQA Guidelines Section 15132.

A list of interested parties that provided comments on the Draft EIR is presented below. Each comment letter has been assigned a letter number. Individual comments within each communication have been numbered so specific comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

COMMENTS	DATE	LETTER NUMBER
<b>ORGANIZATIONS</b>		
Southwest Regional Council of Carpenters	December 13, 2021	O1
Fernandeño Tataviam Band of Mission Indians	December 15, 2021	O2
Southwest Regional Council of Carpenters	January 11, 2022	O3
Los Angeles Conservancy	January 12, 2022	O4
GK Law	January 12, 2022	O5
<b>INDIVIDUALS</b>		
Stephanie L	December 11, 2021	I1
Elaine O'B Capogeannis	December 12, 2021	I2
Shawn Mann	December 13, 2021	I3
Robin Demel	December 13, 2021	I4
Joshua Christiansen	December 13, 2021	I5
David Blumberg	December 23, 2021	I6
Barkev Msryan	December 26, 2021	I7
Enzo Ocon	December 26, 2021	I8
Jordan Koch	December 26, 2021	I9
Kate Croley	December 26, 2021	I10
Pam Clark	December 26, 2021	I11
Tarah Burnside	December 26, 2021	I12
Carly Crocker	December 27, 2021	I13
Luke Marek	December 27, 2021	I14
Bob Olson	January 8, 2022	I15
Jessica Forer	January 11, 2022	I16

<b>COMMENTS</b>	<b>DATE</b>	<b>LETTER NUMBER</b>
Matthew Buntin	January 11, 2022	I17
Rita Fabra	January 11, 2022	I18
Sarah Locke	January 11, 2022	I19
Abe Kinney	January 11, 2022	I20
Shea Sullivan	January 12, 2022	I21
Armond Zakarian	January 12, 2022	I22
Kathy Schoeppner	January 12, 2022	I23
Adriene Biondo	January 12, 2022	I24



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**Mitchell M. Tsai**  
 Attorney At Law

139 South Hudson Avenue  
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**VIA E-MAIL**

December 13, 2021

Daniel Villa, Senior Planner  
 City of Burbank, Community Development Dept.  
 9770 Culver Boulevard, 1st Floor  
 Culver City, CA 90232  
 Em: [dvilla@burbankca.gov](mailto:dvilla@burbankca.gov)

RE: Agenda Item No. 1, 3700 Riverside Drive Mixed Use Project

Dear Daniel Villa,

On behalf of the Southwest Regional Council of Carpenters (“**Southwest Carpenter**” or “**SWRCC**”), my Office is submitting these comments for the City of Burbank’s (“**City**”) December 13, 2021 Planning Board Meeting for Agenda Item No. 1 for the 3700 Riverside Drive Mixed Use Project (“**Project**”).

The Southwest Carpenters is a labor union representing 50,000 union carpenters in six states, including California, and has a strong interest in well ordered land use planning and 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 Project’s environmental impacts.

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

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

O1-1

Moreover, SWRCC requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

O1-1  
cont'd

The City should require the use of a local skilled and trained workforce to benefit the community’s economic development and environment. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

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

O1-2

[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.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce

Development Board and the UC Berkeley Center for Labor Research and Education concluded:

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

Local skilled and trained workforce requirements and policies have significant environmental benefits since they improve an area’s jobs-housing balance, decreasing the amount of and length of job commutes and their associated greenhouse gas emissions. Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.<sup>2</sup>

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

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

O1-2  
cont'd

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

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

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

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

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

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.<sup>6</sup>

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

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

O1-2  
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<sup>4</sup> City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>.

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

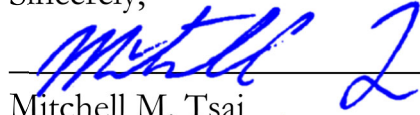
<sup>6</sup> California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* <https://cprroundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

<sup>7</sup> Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

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

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

Sincerely,



Mitchell M. Tsai

Attorneys for Southwest Regional  
Council of Carpenters

Attached:

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

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

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

O1-2  
cont'd

**EXHIBIT A**



Technical Consultation, Data Analysis and  
Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai  
155 South El Molino, Suite 104  
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**Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling**

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Dear Mr. Tsai,

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

### Worker Trips and Greenhouse Gas Calculations

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

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

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

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

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

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

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

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

Where:

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

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

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

Where:

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

VMT = vehicle miles traveled

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

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

## Default Worker Trip Parameters and Potential Local Hire Requirements

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

### Practical Application of a Local Hire Requirement and Associated Impact

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

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

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

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

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

## Disclaimer

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

Sincerely,



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



Paul E. Rosenfeld, Ph.D.

## Attachment A

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

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

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

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

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**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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**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

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2.0 Emissions Summary

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**2.1 Overall Construction**  
**Unmitigated Construction**

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	1,721.682 <sub>6</sub>	1,721.682 <sub>6</sub>	0.1294	0.0000	1,724.918 <sub>7</sub>
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 <sub>5</sub>	1,627.529 <sub>5</sub>	0.1185	0.0000	1,630.492 <sub>5</sub>
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
<b>Maximum</b>	<b>4.1619</b>	<b>4.1142</b>	<b>6.1625</b>	<b>0.0189</b>	<b>1.3058</b>	<b>0.1201</b>	<b>1.4259</b>	<b>0.3460</b>	<b>0.1128</b>	<b>0.4588</b>	<b>0.0000</b>	<b>1,721.682<sub>6</sub></b>	<b>1,721.682<sub>6</sub></b>	<b>0.1294</b>	<b>0.0000</b>	<b>1,724.918<sub>7</sub></b>

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

**2.1 Overall Construction  
Mitigated Construction**

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1,721.682 <sub>3</sub>	1,721.682 <sub>3</sub>	0.1294	0.0000	1,724.918 <sub>3</sub>
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 <sub>1</sub>	1,627.529 <sub>1</sub>	0.1185	0.0000	1,630.492 <sub>1</sub>
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	1,721.682 <sub>3</sub>	1,721.682 <sub>3</sub>	0.1294	0.0000	1,724.918 <sub>3</sub>

Percent Reduction	tons/quarter										tons/quarter					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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**

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Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003	0.0714	0.0714	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	0.0966	0.0966	0.0000	3.896.0732	3.896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.4986	7.620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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**2.2 Overall Operational**

Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003	0.0714	0.0714	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	0.0966	0.0966	0.0000	3.896.073 <sub>2</sub>	3.896.073 <sub>2</sub>	0.1303	0.0468	3.913.283 <sub>3</sub>
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.498 <sub>6</sub>	7.620.498 <sub>6</sub>	0.3407	0.0000	7.629.016 <sub>2</sub>
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	585.8052	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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Percent Reduction	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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

4.2 Demolition - 2021

4.2.1 Mitigated Construction On-Site

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

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**3.2 Demolition - 2021**  
**Unmitigated Construction Off-Site**

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

**3.2 Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**3.3 Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
<b>Total</b>	<b>0.4616</b>	<b>2.0027</b>	<b>3.9885</b>	<b>0.0152</b>	<b>1.2243</b>	<b>0.0121</b>	<b>1.2363</b>	<b>0.3278</b>	<b>0.0112</b>	<b>0.3390</b>	<b>0.0000</b>	<b>1,408.795</b>	<b>1,408.795</b>	<b>0.0530</b>	<b>0.0000</b>	<b>1,410.120</b>

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**  
**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
<b>Total</b>	<b>0.4616</b>	<b>2.0027</b>	<b>3.9885</b>	<b>0.0152</b>	<b>1.2243</b>	<b>0.0121</b>	<b>1.2363</b>	<b>0.3278</b>	<b>0.0112</b>	<b>0.3390</b>	<b>0.0000</b>	<b>1,408.795</b>	<b>1,408.795</b>	<b>0.0530</b>	<b>0.0000</b>	<b>1,410.120</b>

**3.5 Building Construction - 2023**  
**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

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

**3.5 Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**  
**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

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

**3.7 Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**3.8 Operational Detail - Mobile**

**3.8.1 Mitigation Measures Mobile**

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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	7,620,498 6	7,620,498 6	0.3407	0.0000	7,629,016 2
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620,498 6	7,620,498 6	0.3407	0.0000	7,629,016 2

4.2 Trip Summary Information

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

4.3 Trip Type Information

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Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4			
High Turnover (Sit Down)	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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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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 - Natural Gas**

**Unmitigated**

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Sign Turnover (Sign Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	

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**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0487	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	1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
Sign Turnover (Sign Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	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	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	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	3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>



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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

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

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Apartment Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartment 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
Sign Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
<b>Total</b>		<b>2,512.6465</b>	<b>0.1037</b>	<b>0.0215</b>	<b>2,521.6356</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

62 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/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	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	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	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	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>
MT/yr																

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.4137					0.0000	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	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	0.0143	0.0143	0.0143	0.0143	0.0000	204.1166	204.1166	3.9700e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004	0.0572	0.0572	0.0572	0.0572	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

**7.0 Water Detail**

**071 Mitigation Measures Water**

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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

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Sign Turnover (Site Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

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

**7.2 Water by Land Use**

**Mitigated**

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Sign Turnover (Sign Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

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

**Category/Year**

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



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

**8.2 Waste by Land Use**

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		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
Sign Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

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

**8.2 Waste by Land Use**

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		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
Sign Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

**Boilers**

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

Equipment Type	Number
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**11.0 Vegetation**

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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1

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

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2.0 Emissions Summary

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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day										lb/day					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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
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**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

**Mitigated Operational**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

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

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

**3.0 Construction Detail**

**Construction Phase**

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

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
Building Construction	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

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**

**4.2 Demolition - 2021**

**4.2.1 Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411	3,747.944	3,747.944	3,747.944	1.0549		3,774.317
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>3,747.944</b>	<b>3,747.944</b>	<b>3,747.944</b>	<b>1.0549</b>		<b>3,774.317</b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2869	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 <sub>3</sub>	1,292.241 <sub>3</sub>	0.0877		1,294.433 <sub>7</sub>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
<b>Total</b>	<b>0.1916</b>	<b>4.1394</b>	<b>1.5644</b>	<b>0.0136</b>	<b>0.4346</b>	<b>0.0139</b>	<b>0.4485</b>	<b>0.1176</b>	<b>0.0133</b>	<b>0.1309</b>		<b>1,463.056<sub>8</sub></b>	<b>1,463.056<sub>8</sub></b>	<b>0.0927</b>		<b>1,465.375<sub>0</sub></b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.4411	0.0000	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2869	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
<b>Total</b>	<b>0.1916</b>	<b>4.1394</b>	<b>1.5644</b>	<b>0.0136</b>	<b>0.4346</b>	<b>0.0139</b>	<b>0.4485</b>	<b>0.1176</b>	<b>0.0133</b>	<b>0.1309</b>		<b>1,463.0568</b>	<b>1,463.0568</b>	<b>0.0927</b>		<b>1,465.3750</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.0445	1.8809	1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**3.3 Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	6,007.0434	6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>



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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	1.5041	6.011.410	6.011.410	6.011.410	1.9442			6,060.015
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>6,011.410</b>	<b>6,011.410</b>	<b>6,011.410</b>	<b>1.9442</b>			<b>6,060.015</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	6.011.410 <sup>5</sup>	6.011.410 <sup>5</sup>	1.9442		6,060.015 <sup>8</sup>
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.410<sup>5</sup></b>	<b>6,011.410<sup>5</sup></b>	<b>1.9442</b>		<b>6,060.015<sup>8</sup></b>

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,800.685 7	0.2429			8,806.758 2
<b>Total</b>	<b>3.6242</b>	<b>15.3350</b>	<b>33.1995</b>	<b>0.1247</b>	<b>9.8688</b>	<b>0.0949</b>	<b>9.9637</b>	<b>2.6381</b>	<b>0.0883</b>	<b>2.7263</b>	<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>0.4665</b>			<b>12,708.89 66</b>

**3.5 Building Construction - 2022**  
**Mitigated Construction On-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120			2,569.632 2
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>			<b>2,569.632 2</b>

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,800.685 7	0.2429			8,806.758 2
<b>Total</b>	<b>3.6242</b>	<b>15.3350</b>	<b>33.1995</b>	<b>0.1247</b>	<b>9.8688</b>	<b>0.0949</b>	<b>9.9637</b>	<b>2.6381</b>	<b>0.0883</b>	<b>2.7263</b>	<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>0.4665</b>			<b>12,708.89 66</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	3,773.876 2	0.1982	3,778.830 0	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	8,478.440 8	0.2190	8,483.916 0	0
<b>Total</b>	<b>3.3229</b>	<b>11.9468</b>	<b>30.5127</b>	<b>0.1203</b>	<b>9.8688</b>	<b>0.0797</b>	<b>9.9485</b>	<b>2.6381</b>	<b>0.0738</b>	<b>2.7118</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>0.4172</b>	<b>12,262.74 60</b>	<b>60</b>

**Mitigated Construction On-Site**

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079	2,570.406 1	1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>	<b>0.6997</b>	<b>0.6997</b>	<b>0.6997</b>	<b>0.6584</b>	<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>	<b>2,570.406 1</b>	<b>1</b>

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,478.440 8	0.2190		8,483.916 0
<b>Total</b>	<b>3.3229</b>	<b>11.9468</b>	<b>30.5127</b>	<b>0.1203</b>	<b>9.8688</b>	<b>0.0797</b>	<b>9.9485</b>	<b>2.6381</b>	<b>0.0738</b>	<b>2.7118</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>0.4172</b>		<b>12,262.74 60</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>



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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>			<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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 <sub>2</sub>	1,641.085 <sub>2</sub>	1,641.085 <sub>2</sub>	0.0401		1,642.088 <sub>6</sub>
<b>Total</b>	<b>0.5707</b>	<b>0.3513</b>	<b>5.1044</b>	<b>0.0165</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>0.0401</b>		<b>1,642.088<sub>6</sub></b>

**3.7 Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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 <sub>2</sub>	1,641.085 <sub>2</sub>	1,641.085 <sub>2</sub>	0.0401	1.642.088 <sub>6</sub>	1.642.088 <sub>6</sub>
<b>Total</b>	<b>0.5707</b>	<b>0.3513</b>	<b>5.1044</b>	<b>0.0165</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>0.0401</b>	<b>1.642.088<sub>6</sub></b>	<b>1.642.088<sub>6</sub></b>

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

400

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.1807		50,361.12
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	2.1807		50,361.12

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4			
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBtu/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	8.3400e-003	8.3400e-003	131.6662	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	0.2666	0.2666	4.209.9164	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	9.5600e-003	9.5600e-003	150.9911	150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	2.677.6342	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	0.0355	0.0355	561.1436	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	0.0377	0.0377	595.0298	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	1.8700e-003	1.8700e-003	29.6019	29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	8.3400e-003	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	9.5600e-003	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4,76972	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	1.8700e-003	0.0355	0.0355	0.0355	0.0108	0.0103	0.0103	564.4782
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

**7.0.1 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**

ATTACHMENT 13 104

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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 109

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.

ATTACHMENT 13 - 110

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

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2.0 Emissions Summary

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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

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

Percent Reduction	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37</b> <b>87</b>	<b>74,422.37</b> <b>87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44</b> <b>17</b>

**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37</b> <b>87</b>	<b>74,422.37</b> <b>87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44</b> <b>17</b>

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

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

### 3.0 Construction Detail

#### Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.1304	4.1454	1.0182	0.0117	0.2869	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908			1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003			160.9560
<b>Total</b>	<b>0.2019</b>	<b>4.1943</b>	<b>1.5706</b>	<b>0.0133</b>	<b>0.4346</b>	<b>0.0141</b>	<b>0.4487</b>	<b>0.1176</b>	<b>0.0135</b>	<b>0.1311</b>		<b>1,430.693 2</b>	<b>1,430.693 2</b>	<b>0.0955</b>			<b>1,433.081 2</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	1.8809		3,685.656 9	3,685.656 9	1.1920			3,715.457 3
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.656 9</b>	<b>3,685.656 9</b>	<b>1.1920</b>			<b>3,715.457 3</b>

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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	5.8800e-003	193.1472		193.1472
<b>Total</b>	<b>0.0858</b>	<b>0.0587</b>	<b>0.6629</b>	<b>1.9400e-003</b>	<b>0.2012</b>	<b>1.6300e-003</b>	<b>0.2028</b>	<b>0.0534</b>	<b>1.5000e-003</b>	<b>0.0549</b>	<b>193.0052</b>	<b>193.0052</b>	<b>5.8800e-003</b>	<b>193.1472</b>		<b>193.1472</b>

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	6,007.0434	6,007.0434	1.9428	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5041	6,011.4105	6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	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	8,286.901 3	0.2282		8,292.605 8	
<b>Total</b>	<b>4.0156</b>	<b>15.5266</b>	<b>30.9685</b>	<b>0.1186</b>	<b>9.8688</b>	<b>0.0957</b>	<b>9.9645</b>	<b>2.6381</b>	<b>0.0891</b>	<b>2.7271</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>0.4663</b>		<b>12,087.63 41</b>	

**Mitigated Construction On-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2	
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>		<b>2,569.632 2</b>	



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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,286.901 3	0.2282			8,292.605 8
<b>Total</b>	<b>4.0156</b>	<b>15.5266</b>	<b>30.9685</b>	<b>0.1186</b>	<b>9.8688</b>	<b>0.0957</b>	<b>9.9645</b>	<b>2.6381</b>	<b>0.0891</b>	<b>2.7271</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>0.4663</b>			<b>12,087.63 41</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	3,671.400 7	3,671.400 7	3,671.400 7	0.2096			3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372	7,983.731 8	7,983.731 8	7,983.731 8	0.2055			7,988.868 3
<b>Total</b>	<b>3.6978</b>	<b>12.1065</b>	<b>28.3496</b>	<b>0.1144</b>	<b>9.8688</b>	<b>0.0803</b>	<b>9.9491</b>	<b>2.6381</b>	<b>0.0743</b>	<b>2.7124</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>0.4151</b>			<b>11,665.50 99</b>

**Mitigated Construction On-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	3,671.400 7	3,671.400 7	3,671.400 7	0.2096			3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372	7,983.731 8	7,983.731 8	7,983.731 8	0.2055			7,988.868 3
<b>Total</b>	<b>3.6978</b>	<b>12.1065</b>	<b>28.3496</b>	<b>0.1144</b>	<b>9.8688</b>	<b>0.0803</b>	<b>9.9491</b>	<b>2.6381</b>	<b>0.0743</b>	<b>2.7124</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>0.4151</b>			<b>11,665.50 99</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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				0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>			<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0376		1,546.226	2
<b>Total</b>	<b>0.6406</b>	<b>0.3886</b>	<b>4.6439</b>	<b>0.0155</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,545.286</b>	<b>0</b>	<b>1,545.286</b>	<b>0.0376</b>		<b>1,546.226</b>	<b>2</b>

**Mitigated Construction On-Site**

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



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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	1,545.286 0	0.0376	0.0376	1,546.226 2	1,546.226 2
<b>Total</b>	<b>0.6406</b>	<b>0.3886</b>	<b>4.6439</b>	<b>0.0155</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,545.286 0</b>	<b>1,545.286 0</b>	<b>1,545.286 0</b>	<b>0.0376</b>	<b>0.0376</b>	<b>1,546.226 2</b>	<b>1,546.226 2</b>

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221	1,112,221	1,112,221
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down)	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

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

Unmitigated

Land Use	Natural Gas Use kBtu/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	0.0103	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1602</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.3400e-003	8.3400e-003	131.6662	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	0.2666	0.2666	4,209.9164	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	9.5600e-003	9.5600e-003	150.9911	150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	2,677.6342	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	0.0355	0.0355	561.1436	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	0.0377	0.0377	595.0298	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	1.8700e-003	1.8700e-003	29.6019	29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

**Mitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

**7.0.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**



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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 144

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

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2.0 Emissions Summary

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

**2.1 Overall Construction**  
**Unmitigated Construction**

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

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

**2.1 Overall Construction  
Mitigated Construction**

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0118	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

Percent Reduction	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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**

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Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003	0.0714	0.0714	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	0.0966	0.0966	0.0000	3.896.0732	3.896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.4986	7.620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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**2.2 Overall Operational**

Mitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	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	0.0966	0.0000	3.896.073 <sub>2</sub>	3.896.073 <sub>2</sub>	0.1303	0.0468	3.913.283 <sub>3</sub>
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.498 <sub>6</sub>	7.620.498 <sub>6</sub>	0.3407	0.0000	7.629.016 <sub>2</sub>
Waste						0.0000	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	0.0000	29.1632	586.6420	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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Percent Reduction	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

Construction Phase



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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

**Trips and VMT**

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

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**

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

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**  
**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**  
**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

4.1

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

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

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

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

Unmitigated

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Restaurant Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	0.0310	0.0310	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	

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**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Restaurant Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	0.0310	0.0310	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	

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**5.3 Energy by Land Use - Electricity**

Unmitigated

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

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

ATTACHMENT 13 - 178

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/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	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	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	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	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>
MT/yr																

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.4137					0.0000	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	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	0.0143	0.0143	0.0143	0.0143	0.0000	204.1166	204.1166	3.9700e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004	0.0572	0.0572	0.0572	0.0572	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

**7.0 Water Detail**

**189 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

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Office Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>



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

**7.2 Water by Land Use**

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Open Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

ATTACHMENT 13 - 188

**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

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		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
Office Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

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

**8.2 Waste by Land Use**

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartment Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartment 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
Open Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

**Boilers**

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

Equipment Type	Number
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**11.0 Vegetation**

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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 188

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

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2.0 Emissions Summary



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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day										lb/day					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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
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**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

**Mitigated Operational**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

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

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

**3.0 Construction Detail**

**Construction Phase**

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

13 Acres of Grading (Site Preparation Phase): 0

104 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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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

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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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411		3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>		<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 <sub>3</sub>	1,292.241 <sub>3</sub>	0.0877		1,294.433 <sub>7</sub>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
<b>Total</b>	<b>0.1760</b>	<b>4.1265</b>	<b>1.3884</b>	<b>0.0131</b>	<b>0.3810</b>	<b>0.0135</b>	<b>0.3946</b>	<b>0.1034</b>	<b>0.0129</b>	<b>0.1163</b>		<b>1,409.521<sub>2</sub></b>	<b>1,409.521<sub>2</sub></b>	<b>0.0912</b>		<b>1,411.801<sub>5</sub></b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.4411	0.0000	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 <sub>3</sub>	1,292.241 <sub>3</sub>	0.0877		1,294.433 <sub>7</sub>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
<b>Total</b>	<b>0.1760</b>	<b>4.1265</b>	<b>1.3884</b>	<b>0.0131</b>	<b>0.3810</b>	<b>0.0135</b>	<b>0.3946</b>	<b>0.1034</b>	<b>0.0129</b>	<b>0.1163</b>		<b>1,409.521<sub>2</sub></b>	<b>1,409.521<sub>2</sub></b>	<b>0.0912</b>		<b>1,411.801<sub>5</sub></b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.0445	1.8809	1.8809	1.8809		3,685.656 <sub>9</sub>	3,685.656 <sub>9</sub>	1.1920		3,715.457 <sub>3</sub>
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.656<sub>9</sub></b>	<b>3,685.656<sub>9</sub></b>	<b>1.1920</b>		<b>3,715.457<sub>3</sub></b>



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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265			6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>			<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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 <sub>2</sub>	0.2236	3,896.548 <sub>2</sub>	0.2236			3,902.138 <sub>4</sub>
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617	6,042.558 <sub>5</sub>	0.1697	6,042.558 <sub>5</sub>	0.1697			6,046.800 <sub>0</sub>
<b>Total</b>	<b>2.8378</b>	<b>14.7106</b>	<b>24.5142</b>	<b>0.0971</b>	<b>7.0087</b>	<b>0.0741</b>	<b>7.0828</b>	<b>1.8799</b>	<b>0.0691</b>	<b>1.9490</b>	<b>9,939.106<sub>7</sub></b>	<b>0.3933</b>	<b>9,939.106<sub>7</sub></b>	<b>0.3933</b>			<b>9,946.938<sub>4</sub></b>

**Mitigated Construction On-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.7062	15.6156	16.3634	0.0269	0.8090	0.8090	0.8090	0.7612	0.7612	0.7612	0.0000	2,554.333 <sub>6</sub>	2,554.333 <sub>6</sub>	0.6120			2,569.632 <sub>2</sub>
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>	<b>0.8090</b>	<b>0.8090</b>	<b>0.8090</b>	<b>0.7612</b>	<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333<sub>6</sub></b>	<b>2,554.333<sub>6</sub></b>	<b>0.6120</b>			<b>2,569.632<sub>2</sub></b>

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

**3.5 Building Construction - 2022**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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			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	0.2236			3,902.138
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	0.1697			6,046.800
<b>Total</b>	<b>2.8378</b>	<b>14.7106</b>	<b>24.5142</b>	<b>0.0971</b>	<b>7.0087</b>	<b>0.0741</b>	<b>7.0828</b>	<b>1.8799</b>	<b>0.0691</b>	<b>1.9490</b>	<b>9,939.106</b>	<b>7</b>	<b>9,939.106</b>	<b>0.3933</b>			<b>9,948.938</b>
																	<b>4</b>

**3.5 Building Construction - 2023**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	0.6079			2,570.406
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>2,555.209</b>	<b>9</b>	<b>2,555.209</b>	<b>0.6079</b>			<b>2,570.406</b>
																	<b>1</b>



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

**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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			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	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	5,821.402 8	0.1529			5,825.225 4
<b>Total</b>	<b>2.5807</b>	<b>11.3809</b>	<b>22.5017</b>	<b>0.0936</b>	<b>7.0088</b>	<b>0.0595</b>	<b>7.0682</b>	<b>1.8799</b>	<b>0.0552</b>	<b>1.9350</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>0.3511</b>			<b>9,604.055 4</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
lb/day																	
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	5,821.402 8	0.1529		5,825.225 4
<b>Total</b>	<b>2.5807</b>	<b>11.3809</b>	<b>22.5017</b>	<b>0.0936</b>	<b>7.0088</b>	<b>0.0595</b>	<b>7.0682</b>	<b>1.8799</b>	<b>0.0552</b>	<b>1.9350</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>0.3511</b>		<b>9,604.055 4</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>			<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315	1,126.7583	1,126.7583	0.0280			1,127,4583
<b>Total</b>	<b>0.4296</b>	<b>0.2481</b>	<b>3.6098</b>	<b>0.0113</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>	<b>1,126.7583</b>	<b>1,126.7583</b>	<b>0.0280</b>			<b>1,127,4583</b>

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**



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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.1807		50,361.12
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	2.1807		50,361.12

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4			
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.1870	0.1870	0.1870	0.1870	0.0004	0.0004	0.0004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1602</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4,76972	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.5292	0.5292	0.5292	0.5292	0.1602	0.1532	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>5.4000e-004</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

**672 Area by SubCategory**

**Unmitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	0.0000	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			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 23

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day										lb/day					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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
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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	0.0000	8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083	0.0000	47,917.80 05	47,917.80 05	2.1953	0.4832	47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37 87</b>	<b>74,422.37 87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44 17</b>

**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	0.0000	8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083	0.0000	47,917.80 05	47,917.80 05	2.1953	0.4832	47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37 87</b>	<b>74,422.37 87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44 17</b>

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

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

**3.0 Construction Detail**

**Construction Phase**

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

13 Acres of Grading (Site Preparation Phase): 0

28 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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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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
<b>Total</b>	<b>0.1835</b>	<b>4.1800</b>	<b>1.4144</b>	<b>0.0128</b>	<b>0.3810</b>	<b>0.0137</b>	<b>0.3948</b>	<b>0.1034</b>	<b>0.0131</b>	<b>0.1165</b>		<b>1,380.326 2</b>	<b>1,380.326 2</b>	<b>0.0941</b>		<b>1,382.679 1</b>

**Mitigated Construction On-Site**

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
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	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944 9</b>	<b>3,747.944 9</b>	<b>1.0549</b>		<b>3,774.317 4</b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
<b>Total</b>	<b>0.1835</b>	<b>4.1800</b>	<b>1.4144</b>	<b>0.0128</b>	<b>0.3810</b>	<b>0.0137</b>	<b>0.3948</b>	<b>0.1034</b>	<b>0.0131</b>	<b>0.1165</b>		<b>1,380.326 2</b>	<b>1,380.326 2</b>	<b>0.0941</b>		<b>1,382.679 1</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.656 9</b>	<b>3,685.656 9</b>	<b>1.1920</b>		<b>3,715.457 3</b>

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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	6,007.0434	6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	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	0.1602		5,695.9408	
<b>Total</b>	<b>3.0904</b>	<b>14.8350</b>	<b>23.2704</b>	<b>0.0926</b>	<b>7.0087</b>	<b>0.0749</b>	<b>7.0836</b>	<b>1.8799</b>	<b>0.0699</b>	<b>1.9498</b>	<b>9,481.0104</b>	<b>9,481.0104</b>	<b>0.3984</b>	<b>0.3984</b>		<b>9,490.9691</b>	

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	5,691.9354	0.1602			5,695,9408
<b>Total</b>	<b>3.0904</b>	<b>14.8350</b>	<b>23.2704</b>	<b>0.0926</b>	<b>7.0087</b>	<b>0.0749</b>	<b>7.0836</b>	<b>1.8799</b>	<b>0.0699</b>	<b>1.9488</b>	<b>9,481.0104</b>	<b>9,481.0104</b>	<b>9,481.0104</b>	<b>0.3984</b>			<b>9,490,9691</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079			2,570,4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>			<b>2,570,4061</b>

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

**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	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	5,483.7974	0.1442		5,487.4020	
<b>Total</b>	<b>2.8211</b>	<b>11.4799</b>	<b>21.2591</b>	<b>0.0893</b>	<b>7.0088</b>	<b>0.0601</b>	<b>7.0688</b>	<b>1.8799</b>	<b>0.0557</b>	<b>1.9356</b>	<b>9,155.1981</b>	<b>9,155.1981</b>	<b>9,155.1981</b>	<b>0.3538</b>		<b>9,164.0437</b>	

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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			0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752	3,671.400 7	3,671.400 7	3,671.400 7	0.2096			3,676.641 7
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604	5,483.797 4	5,483.797 4	5,483.797 4	0.1442			5,487.402 0
<b>Total</b>	<b>2.8211</b>	<b>11.4799</b>	<b>21.2591</b>	<b>0.0893</b>	<b>7.0088</b>	<b>0.0601</b>	<b>7.0688</b>	<b>1.8799</b>	<b>0.0557</b>	<b>1.9356</b>	<b>9,155.198 1</b>	<b>9,155.198 1</b>	<b>9,155.198 1</b>	<b>0.3538</b>			<b>9,164.043 7</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
lb/day																	
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584 1	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			0.0000				0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>	<b>0.5102</b>	<b>0.5102</b>	<b>0.5102</b>	<b>0.4694</b>	<b>0.4694</b>	<b>0.4694</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>			<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	99.5045	2.4700e-003		99.5663	99.5663
<b>Total</b>	<b>0.0444</b>	<b>0.0257</b>	<b>0.3114</b>	<b>1.0000e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>	<b>99.5045</b>	<b>99.5045</b>	<b>99.5045</b>	<b>2.4700e-003</b>		<b>99.5663</b>	<b>99.5663</b>

**Mitigated Construction On-Site**

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



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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	99.5045	2.4700e-003		99.5663
<b>Total</b>	<b>0.0444</b>	<b>0.0257</b>	<b>0.3114</b>	<b>1.0000e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>	<b>99.5045</b>	<b>99.5045</b>	<b>99.5045</b>	<b>2.4700e-003</b>		<b>99.5663</b>

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>			<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	1,061.3818	0.0264	0.0264	1,062.0410
<b>Total</b>	<b>0.4734</b>	<b>0.2743</b>	<b>3.3220</b>	<b>0.0107</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>	<b>1,061.3818</b>	<b>1,061.3818</b>	<b>1,061.3818</b>	<b>0.0264</b>	<b>0.0264</b>	<b>1,062.0410</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0264	0.0000	1,062.0410
<b>Total</b>	<b>0.4734</b>	<b>0.2743</b>	<b>3.3220</b>	<b>0.0107</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>	<b>1,061.3818</b>	<b>1,061.3818</b>	<b>0.0264</b>	<b>0.0264</b>		<b>1,062.0410</b>

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221	1,112,221	1,112,221
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBtu/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	8.3400e-003	8.3400e-003	131.6662	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	0.2666	0.2666	4.209.9164	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	9.5600e-003	9.5600e-003	150.9911	150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	2.677.6342	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	0.0355	0.0355	561.1436	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	0.0377	0.0377	595.0298	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	1.8700e-003	1.8700e-003	29.6019	29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Hotel Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4,76972	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.1870	0.1870	0.1870	0.1870	0.0004	0.0004	0.0004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670					0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00	18,000.00	0.3450	0.3300	18,106.96
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59</b>	<b>18,148.59</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11</b>

**7.0 Water Detail**

**7.0.1 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**

ATTACHMENT 13

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

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

**EXHIBIT B**

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***Paul Rosenfeld, Ph.D.*****Chemical Fate and Transport & Air Dispersion Modeling***Principal Environmental Chemist***Risk Assessment & Remediation Specialist****Education**

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

**Professional Experience**

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

## **Professional History:**

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner  
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)  
UCLA School of Public Health; 2003 to 2006; Adjunct Professor  
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator  
UCLA Institute of the Environment, 2001-2002; Research Associate  
Komex H<sub>2</sub>O Science, 2001 to 2003; Senior Remediation Scientist  
National Groundwater Association, 2002-2004; Lecturer  
San Diego State University, 1999-2001; Adjunct Professor  
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager  
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager  
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor  
King County, Seattle, 1996 – 1999; Scientist  
James River Corp., Washington, 1995-96; Scientist  
Big Creek Lumber, Davenport, California, 1995; Scientist  
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist  
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

## **Publications:**

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

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**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.

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**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.

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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.

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**Rosenfeld, P. E.** (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld, P. E.** (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water. Lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld P. E.** (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

**Rosenfeld P. E.** (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

**Paul Rosenfeld Ph.D.** (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

**Paul Rosenfeld Ph.D.** (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

**Paul Rosenfeld Ph.D.** (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

**Paul Rosenfeld Ph.D.** (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

**Paul Rosenfeld Ph.D.** (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

**Paul Rosenfeld Ph.D.** (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld Ph.D.** (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

**Paul Rosenfeld, Ph.D.** (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

**Paul Rosenfeld, Ph.D.** (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

**Rosenfeld, P. E.,** Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

**Paul Rosenfeld, Ph.D.** (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

**Paul Rosenfeld, Ph.D.** (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E.** and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

**Rosenfeld, P.E.** and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

**Rosenfeld, P.E.** (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

**Rosenfeld, P.E.** (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

**Rosenfeld, P.E.** (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.,** and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

**Rosenfeld, P.E.,** C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.,** C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

## **Teaching Experience:**

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

## **Academic Grants Awarded:**

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

## **Deposition and/or Trial Testimony:**

In the United States District Court For The District of New Jersey

Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.

Case No.: 2:17-cv-01624-ES-SCM

Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division

M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”  
*Defendant*.

Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237

Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants

Case No.: No. BC615636

Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants

Case No.: No. BC646857

Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado

Bells et al. Plaintiff vs. The 3M Company et al., Defendants

Case: No 1:16-cv-02531-RBJ

Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112<sup>th</sup> Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants

Cause No 1923

Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa

Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants

Cause No C12-01481

Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants

Case No.: No. 0i9-L-2295

Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC

Case No.: LC102019 (c/w BC582154)

Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*

Case Number: 4:16-cv-52-DMB-JVM

Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish  
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants  
Case No.: No. 13-2-03987-5  
Rosenfeld Deposition, February 2017  
Trial, March 2017

In The Superior Court of the State of California, County of Alameda  
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants  
Case No.: RG14711115  
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County  
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants  
Case No.: LALA002187  
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County  
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants  
Law No.: LALA105144 - Division A  
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County  
Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants  
Law No.: LALA105144 - Division A  
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia  
Robert Andrews, et al. v. Antero, et al.  
Civil Action NO. 14-C-30000  
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico  
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward  
DeRuyter, Defendants  
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County  
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant  
Case No 4980  
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17<sup>th</sup> Judicial Circuit, in and For Broward County, Florida  
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.  
Case Number CACE07030358 (26)  
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma  
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City  
Landfill, et al. Defendants.  
Case No. 5:12-cv-01152-C  
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas  
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.  
Case Number cc-11-01650-E  
Rosenfeld Deposition: March and September 2013  
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio  
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*  
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)  
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division  
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.  
Case 3:10-cv-00622  
Rosenfeld Deposition: February 2012  
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland  
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants  
Case Number: 03-C-12-012487 OT  
Rosenfeld Deposition: September 2013

**EXHIBIT C**





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Santa Monica, California 90401  
Tel: (949) 887-9013  
Email: [mhagemann@swape.com](mailto:mhagemann@swape.com)

**Matthew F. Hagemann, P.G., C.Hg., QSD, QSP**

**Geologic and Hydrogeologic Characterization  
Industrial Stormwater Compliance  
Investigation and Remediation Strategies  
Litigation Support and Testifying Expert  
CEQA Review**

**Education:**

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

**Professional Certifications:**

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

**Professional Experience:**

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

**Senior Regulatory and Litigation Support Analyst:**

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

### **Executive Director:**

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

### **Hydrogeology:**

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

**Policy:**

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

### **Geology:**

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

### **Teaching:**

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

### **Invited Testimony, Reports, Papers and Presentations:**

**Hagemann, M.F.**, 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

**Hagemann, M.F.**, 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

**Hagemann, M.F.**, 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

**Hagemann, M.F.**, 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

**Hagemann, M.F.**, 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

**Hagemann, M.F.**, 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

**Hagemann, M.F.**, 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

**Hagemann, M.F.**, 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

**Hagemann, M.F.**, 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

**Hagemann, M.F.**, 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

**Hagemann, M.F.**, 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

**Hagemann, M.F.**, 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

**Hagemann, M.F.**, 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F.**, 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F.**, 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

**Hagemann, M.F.**, 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F.**, 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

**Hagemann, M.F.**, 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

**Hagemann, M.F.**, 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

**Hagemann, M.F.**, 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

**Hagemann, M.F.**, and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

**Hagemann, M.F.**, 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

**Hagemann, M.F.**, 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

**Hagemann, M.F.**, and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

**Hagemann, M.F.**, Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

**Hagemann, M. F.**, Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

**Hagemann, M.F.**, 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

**Hagemann, M.F.** and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

**Hagemann, M.F.**, 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.



**Hagemann, M.F.**, 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

**Other Experience:**

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

**From:** [Jairo Avila](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Re: AB 52 Consultation, 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California  
**Date:** Wednesday, December 15, 2021 11:26:22 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

**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 Daniel,

I want to follow up regarding the updated mitigation measures on cultural and tribal cultural resources. Our office has reviewed the Public Draft EIR dated November 2021 and finds the document to contradict the measures previously agreed upon.

The measures transfer the Native American Monitors' role and responsibility for Tribal Cultural Resources to an archaeologist. The tribes find this decision to be culturally inappropriate. It also removes a Native American and Tribal Government(s) opportunity to be treated as an equal participant to this Project.

It was our understanding that a Native American representative would be retained to provide monitoring services. The newly revised measures removed the term "retain" when referencing the Tribe(s) and indicate that the applicant is only "required to make the Project site available to native tribe(s) that have ancestral ties" (CUL-1) and consult with the tribe "if ...resource are inadvertently discovered during ground-disturbing activities" (TCR-1). This revision and EIR does not explain why the agreed-upon measures between FTBMI and the City of Burbank were changed without the participation of consulting Tribes.

The CRM Division respectfully request that the current MM language be revised to indicate that a tribal monitor from a consulting Tribe (list GBMI-KN and FTBMI) will be retained to provide monitoring services.

Should you have any questions or want to schedule a call with Michael Baker and consulting tribes to address this issue, please let me know.

Thank you,

**Jairo F. Avila, M.A., RPA.**

*Tribal Historic and Cultural Preservation Officer*

O2-1

Cultural Resources Management Division  
**Tribal Historic and Cultural Preservation Department**

**Fernandeño Tataviam Band of Mission Indians**

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San Fernando, California 91340

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**Mitchell M. Tsai**  
Attorney At Law

139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

**VIA E-MAIL**

January 11, 2022

Daniel Villa, Senior Planner  
City of Burbank, Community Development Dept.  
150 North Third Street  
Burbank, CA 91510  
Em: dvilla@burbankca.gov

RE: 3700 Riverside Drive Mixed-Use Project

Dear Mr. Villa,

On behalf of the Southwest Regional Council of Carpenters (“**Southwest Carpenters**” or “**SWRCC**”), my Office is submitting these comments on the City’s (“**City**” or “**Lead Agency**”) Draft Environmental Impact Report (“**DEIR**”) (SCH No. 2021040010) for the 3700 Riverside Drive Mixed-Use Project (“**Project**”).

The Southwest Carpenters are a labor union representing more than 50,000 union carpenters in six states and have a strong interest in well ordered land use planning and 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 Project’s environmental impacts.

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

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

O3-1

Moreover, SWRCC request that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

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The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

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

O3-2

[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.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce

Development Board and the UC Berkeley Center for Labor Research and Education concluded:

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

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

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

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”<sup>4</sup> In addition, the City of Hayward requires

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

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

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

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

all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”<sup>5</sup>

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

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.<sup>6</sup>

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

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

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

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

<sup>7</sup> Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, available at <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

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

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The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project’s environmental impacts and to advance progress towards the State of California’s environmental goals.

O3-3

I. **THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

A. Background Concerning the California Environmental Quality Act

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

O3-4

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that

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<sup>8</sup> The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq.*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given “great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous.” *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.



environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

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

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

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.<sup>9</sup>

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

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

**Construction Site Design:**

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

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<sup>9</sup> Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* <https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx>.

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- 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.

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

### **Planning**

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

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

### **B. The DEIR Fails to Support Its Findings with Substantial Evidence**

When new information is brought to light showing that an impact previously discussed in the EIR but found to be insignificant with or without mitigation in the EIR's analysis has the potential for a significant environmental impact supported by

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<sup>10</sup> See also The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, available at [https://www.cpwr.com/wp-content/uploads/publications/NABTU\\_CPWR\\_Standards\\_COVID-19.pdf](https://www.cpwr.com/wp-content/uploads/publications/NABTU_CPWR_Standards_COVID-19.pdf); Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, available at [https://dpw.lacounty.gov/building-and-safety/docs/pw\\_guidelines-construction-sites.pdf](https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf).

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substantial evidence, the EIR must consider and resolve the conflict in the evidence. See *Visalia Retail, L.P. v. City of Visalia* (2018) 20 Cal. App. 5th 1, 13, 17; see also *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th 1099, 1109. While a lead agency has discretion to formulate standards for determining significance and the need for mitigation measures—the choice of any standards or thresholds of significance must be “based to the extent possible on scientific and factual data and an exercise of reasoned judgment based on substantial evidence. CEQA Guidelines § 15064(b); *Cleveland Nat'l Forest Found. v. San Diego Ass'n of Gov'ts* (2017) 3 Cal. App. 5th 497, 515; *Mission Bay Alliance v. Office of Community Inv. & Infrastructure* (2016) 6 Cal. App. 5th 160, 206. And when there is evidence that an impact could be significant, an EIR cannot adopt a contrary finding without providing an adequate explanation along with supporting evidence. *East Sacramento Partnership for a Livable City v. City of Sacramento* (2016) 5 Cal. App. 5th 281, 302.

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In addition, a determination that regulatory compliance will be sufficient to prevent significant adverse impacts must be based on a project-specific analysis of potential impacts and the effect of regulatory compliance. In *Californians for Alternatives to Toxics v. Department of Food & Agric.* (2005) 136 Cal. App. 4th 1, the court set aside an EIR for a statewide crop disease control plan because it did not include an evaluation of the risks to the environment and human health from the proposed program but simply presumed that no adverse impacts would occur from use of pesticides in accordance with the registration and labeling program of the California Department of Pesticide Regulation. See also *Ebbetts Pass Forest Watch v Department of Forestry & Fire Protection* (2008) 43 Cal. App. 4th 936, 956 (fact that Department of Pesticide Regulation had assessed environmental effects of certain herbicides in general did not excuse failure to assess effects of their use for specific timber harvesting project).

1. *The DEIR Fails to Support its Findings on Transportation Impacts with Substantial Evidence.*

CEQA Guidelines § 15064.3(b) requires analysis of a Project's vehicle miles traveled (VMT) impacts as part of the environmental document's transportation impacts analysis. However, the DEIR correctly points out that projects may be screened from conducting a VMT analysis where they are located within one-half mile of an existing or planned major transit stop with bus service frequency of 15 minutes or less during peak commute hours along a HQTC (High Quality Transit Corridor). The DEIR's transportation analysis screened the Project and concluded that it would have a less

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than significant impact based upon VMT because it will be located along a HQTC with bus service every 15 minutes or less during peak hours.

The DEIR lists three bus stops with service routes it claims meets the above qualifications. However, it does not offer any evidence how any of these routes or stops qualify for screening beyond conclusory statements. There is no analysis whether any of these stops are within one-half mile of the Project site or if the 15-minute peak hour service in the morning and evening is still an accurate statement of the existing conditions. (DEIR Transportation Analysis Memo, 6-7.) In fact, the DEIR explicitly avoids providing analysis of current conditions relating to the bus service routes and whether any of them still provide peak hour service with 15 minutes or less frequency. (*Id.*)

2. *The IS/MND Fails to Support its Findings on Land Use with Substantial Evidence Due to Omission of Information.*

CEQA requires that an environmental document identify and discuss the significant effects of a Project, alternatives and how those significant effects can be mitigated or avoided. CEQA Guidelines § 15126.2; PRC §§ 21100(b)(1), 21002.1(a). An environmental documents discussion of potentially significant effects must “provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must adequately explain what the agency does know and why, given existing scientific constraints, it cannot translate potential . . . [environmental] impacts further.” *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 521; *see also* citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 405; *see also* PRC §§ 21002.1(e), 21003(b).

The Court may determine whether a CEQA environmental document sufficiently discloses information required by CEQA *de novo* as “noncompliance with the information disclosure provisions” of CEQA is a failure to proceed in a manner required by law. PRC § 21005(a); *see also Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 515; CEQA Guidelines.

The DEIR fails to evaluate consistency of this Project with the City’s General Plan, City’s Regional Housing Needs Assessment targets, or any project-specific requirements of the applicable Sustainable Community Strategy and Regional Transportation Plan. Thus,

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3. *The DEIR Fails to Support its Findings on Noise with Substantial Evidence.*

CEQA Guidelines, Appendix G requires an analysis to determine whether persons would be exposed to excessive noise levels based upon standards established in local general plans, ordinances, or any other applicable standards.

The DEIR identified a potentially significant impact relating to construction noise and introduced mitigation measure NOI-1 to ameliorate that impact to levels below significance. (DEIR, 8-63.) However, the DEIR did not analyze how the potentially significant noise impacts, which would affect sensitive receptors at a daycare center and adjacent residence (DEIR, 8-56), would be reduced to levels below significance utilizing items outlined in NOI-1. There is no analysis. CEQA requires that the City justify with substantial evidence how any mitigation measures will reduce potentially significant impacts aside from simply introducing a mitigation measure. As the DEIR itself states, sound barriers or other site reduction devices *can* reduce noise levels up to 20 dBA, but they may not in every instance. (See DEIR at 8-58.)

Furthermore, the DEIR identified more effective methods of noise mitigation but did not include those strategies in NOI-1. Specifically, noise source control is, as the DEIR states, “the most effective method of controlling construction noise.” It is also the easiest way to ensure noise levels are reduced without relying on an immobile barrier. The DEIR should be revised to consider source control noise mitigation in addition to any sound barriers that are proposed in NOI-1.

4. *The IS/MND Fails to Support its Findings on Greenhouse Gas Impacts with Substantial Evidence.*

CEQA Guidelines § 15064.4 allow a lead agency to determine the significance of a project’s GHG impact via a qualitative analysis (e.g., extent to which a project complies with regulations or requirements of state/regional/local GHG plans), and/or a quantitative analysis (e.g., using model or methodology to estimate project emissions and compare it to a numeric threshold). So too, CEQA Guidelines allow lead agencies to select what model or methodology to estimate GHG emissions so long as the selection is supported with substantial evidence, and the lead agency “should explain the limitations of the particular model or methodology selected for use.” CEQA Guidelines § 15064.4(c).

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CEQA Guidelines sections 15064.4(b)(3) and 15183.5(b) allow a lead agency to consider a project’s consistency with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines §§ 15064.4(b)(3) and 15183.5(b)(1) make clear qualified GHG reduction plans or CAPs should include the following features:

- (1) **Inventory:** Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities (e.g., projects) within a defined geographic area (e.g., lead agency jurisdiction);
- (2) **Establish GHG Reduction Goal:** Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- (3) **Analyze Project Types:** Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- (4) **Craft Performance Based Mitigation Measures:** Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- (5) **Monitoring:** Establish a mechanism to monitor the CAP progress toward achieving said level and to require amendment if the plan is not achieving specified levels;

Collectively, the above-listed CAP features tie qualitative measures to quantitative results, which in turn become binding via proper monitoring and enforcement by the jurisdiction—all resulting in real GHG reductions for the jurisdiction as a whole, and the substantial evidence that the incremental contribution of an individual project is not cumulatively considerable.

Here, the City of Burbank has adopted a greenhouse gas reduction plan, Burbank 2035: Greenhouse Gas Reduction Plan (GGRP).<sup>11</sup> The Project is required to be consistent with applicable measures of the GGRP. The GGRP includes binding and

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<sup>11</sup> Burbank 2035: Greenhouse Gas Reduction Plan (adopted February 19, 2013), available at <https://www.burbankca.gov/web/community-development/climate-action-plan>.

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enforceable greenhouse gas reduction targets and mitigation measures.<sup>12</sup> Here, the DEIR does not demonstrate consistency with the GGRP. Specifically, the Project does not incorporate any features or measures to meet the required renewable energy requirements or energy efficiency standards under Title 24. (DEIR, 8-38~9.) The GGRP requires that projects exceed Title 24 efficiency standards and GGRP measures E-1.1 and E-2.1 fail to specify what features will be incorporated other than stating they will be included *at some point* as required by future conditions of approval. (*Id.*)

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The DEIR needs to be revised to include design features or other mitigation measures which demonstrate that it complies with Title 24 requirements and the requirements of the GGRP—the City cannot defer these actions until after the Project is approved.

## II. THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY’S GENERAL PLAN

### A. Background Regarding the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal. App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal. App. 4th 763, 773), and serves as a “constitution” or “charter” for all future development. *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal. App. 3d 531, 540.

O3-11

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” See *Debottari v. Norco City Council* (1985) 171 Cal. App. 3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or “horizontally” consistent: its elements must “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” (See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal. App. 3d 698, 704.) A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. See *DeVita*, 9 Cal. App. 4th at 796 fn. 12.

Second, state law requires “vertical” consistency, meaning that zoning ordinances and

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<sup>12</sup> *Id.* at 2-1.

other land use decisions also must be consistent with the general plan. (See Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be “compatible with the objectives, policies, general land uses, and programs specified in the [general] plan.”]; see also *Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal. App. 3d 1176, 1184.) A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. See *Lesher*, 52 Cal. App. 3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal. App. 3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is “fundamental, mandatory, and clear,” regardless of whether it is consistent with other general plan policies. See *Endangered Habitats League v. County of Orange* (2005) 131 Cal. App. 4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal. App. 4th 1332, 1341-42 (“FUTURE”).

Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan’s policies and objectives. See *Napa Citizens*, 91 Cal. App. 4th at 378-79; see also *Lesher*, 52 Cal. App. 3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

B. The DEIR Fails to Demonstrate Consistency with SCAG’s 2020-2045 RTP/SCS Plan

CEQA Guidelines section 15125(d) requires that an environmental document “discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans. See also *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal. App. 5th 467, 543.

The DEIR should thoroughly evaluate the consistency of this Project with the relevant Sustainable Community Strategy and Regional Transportation Plan, here, which is SCAG’s 2020-2045 RTP/SCS Plan – Connect SoCal. The DEIR fails to analyze consistency with project-specific requirements of the RTP/SCS plan to reduce VMT and reduce GHG emissions. Specifically, Connect SoCal imposes specific performance-based goals under SB 375 such as: 1) per capita GHG emissions reductions; and 2) daily per capita VMT benchmarks.

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O3-12

*i. SB 375 Per Capita GHG Emission Goals*

SB 375 was signed into law in September 2008 to enhance the state’s ability to reach AB 32 goals by directing CARB to develop regional 2020 and 2035 GHG emission reduction targets for passenger vehicles (autos and light-duty trucks). In March 2018, CARB adopted updated regional targets requiring a 19 percent decrease in VMT for the SCAG region by 2035. This goal is reflected in SCAG’s 2020 RTP/SCS Program Environmental Impact Report (“PEIR”),<sup>13</sup> in which the 2020 RTP/SCS PEIR updates the per capita emissions to 21.3 lbs/day in 2020 and 18.8 lbs/day in 2035 (*see* excerpt below).<sup>14</sup>

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*ii. SB 375 RTP/SCS Daily VMT Per Capita Targets*

Under the SCAG’s 2020 RTP/SCS, daily VMT per capita in the SCAG region should decrease from 23.2 VMT to 207 VMT by 2045.<sup>15</sup> Daily VMT per capita in Los Angeles County should decrease from 22.2 to 19.2 VMT during the same period.

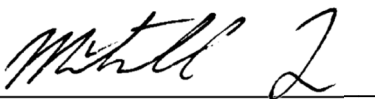
The DEIR does not include any consistency analysis and does not demonstrate how the Project is consistent with the goals VMT and GHG reduction goals of the RTP/SCS plan.

III. CONCLUSION

Commenters request that the City revise and recirculate the DEIR for public comment to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

O3-13

Sincerely,



Mitchell M. Tsai

Attorneys for Southwest Regional Council of Carpenters

<sup>13</sup> Connect SoCal Certified Final Program Environmental Impact Report.” SCAG, May 2020, available at: [https://scag.ca.gov/sites/main/files/fileattachments/fpeir\\_connectsocial\\_complete.pdf?1607981618](https://scag.ca.gov/sites/main/files/fileattachments/fpeir_connectsocial_complete.pdf?1607981618).

<sup>14</sup> Connect SoCal Certified Final Program Environmental Impact Report.” SCAG, May 2020, available at [https://scag.ca.gov/sites/main/files/file-attachments/fpeir\\_connectsocial\\_complete.pdf?1607981618](https://scag.ca.gov/sites/main/files/file-attachments/fpeir_connectsocial_complete.pdf?1607981618), p. 3.8-74.

<sup>15</sup> Connect SoCal.” SCAG, September 2020, available at: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176), pp. 138.

Attached:

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

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

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

**EXHIBIT A**



Technical Consultation, Data Analysis and  
Litigation Support for the Environment

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March 8, 2021

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

**Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling**

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Dear Mr. Tsai,

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

### Worker Trips and Greenhouse Gas Calculations

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

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

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

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

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

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

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

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

Where:

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

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

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

Where:

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

VMT = vehicle miles traveled

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

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

## Default Worker Trip Parameters and Potential Local Hire Requirements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

### Practical Application of a Local Hire Requirement and Associated Impact

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

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

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

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

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

## Disclaimer

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

Sincerely,

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

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

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

Paul E. Rosenfeld, Ph.D.

## Attachment A

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

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

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

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

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

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

**1.0 Project Characteristics**

**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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 309

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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



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

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

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2.0 Emissions Summary

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

**2.1 Overall Construction**  
**Unmitigated Construction**

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	1,721.682 <sub>6</sub>	1,721.682 <sub>6</sub>	0.1294	0.0000	1,724.918 <sub>7</sub>
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 <sub>5</sub>	1,627.529 <sub>5</sub>	0.1185	0.0000	1,630.492 <sub>5</sub>
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
<b>Maximum</b>	<b>4.1619</b>	<b>4.1142</b>	<b>6.1625</b>	<b>0.0189</b>	<b>1.3058</b>	<b>0.1201</b>	<b>1.4259</b>	<b>0.3460</b>	<b>0.1128</b>	<b>0.4588</b>	<b>0.0000</b>	<b>1,721.682<sub>6</sub></b>	<b>1,721.682<sub>6</sub></b>	<b>0.1294</b>	<b>0.0000</b>	<b>1,724.918<sub>7</sub></b>

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

**2.1 Overall Construction Mitigated Construction**

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1,721.682 <sub>3</sub>	1,721.682 <sub>3</sub>	0.1294	0.0000	1,724.918 <sub>3</sub>
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 <sub>1</sub>	1,627.529 <sub>1</sub>	0.1185	0.0000	1,630.492 <sub>1</sub>
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	1,721.682 <sub>3</sub>	1,721.682 <sub>3</sub>	0.1294	0.0000	1,724.918 <sub>3</sub>

Percent Reduction	tons/quarter										tons/quarter					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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**

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Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003	0.0714	0.0714	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	0.0966	0.0966	0.0000	3.896.0732	3.896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.4986	7.620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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**2.2 Overall Operational**

Mitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	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	0.0966	0.0000	3.896.073 <sub>2</sub>	3.896.073 <sub>2</sub>	0.1303	0.0468	3.913.283 <sub>3</sub>
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.498 <sub>6</sub>	7.620.498 <sub>6</sub>	0.3407	0.0000	7.629.016 <sub>2</sub>
Waste						0.0000	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	0.0000	29.1632	585.8052	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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Percent Reduction	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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

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

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

ATTACHMENT 3

Trips and VMT

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

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

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



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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.6884
<b>Total</b>	<b>2.8000e-004</b>	<b>2.1000e-004</b>	<b>2.4400e-003</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>2.0000e-004</b>	<b>1.0000e-005</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>0.6679</b>	<b>0.6679</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6884</b>

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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



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**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
<b>Total</b>	<b>0.4616</b>	<b>2.0027</b>	<b>3.9885</b>	<b>0.0152</b>	<b>1.2243</b>	<b>0.0121</b>	<b>1.2363</b>	<b>0.3278</b>	<b>0.0112</b>	<b>0.3390</b>	<b>0.0000</b>	<b>1,408.795<sub>2</sub></b>	<b>1,408.795<sub>2</sub></b>	<b>0.0530</b>	<b>0.0000</b>	<b>1,410.120<sub>8</sub></b>

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**  
**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
<b>Total</b>	<b>0.4616</b>	<b>2.0027</b>	<b>3.9885</b>	<b>0.0152</b>	<b>1.2243</b>	<b>0.0121</b>	<b>1.2363</b>	<b>0.3278</b>	<b>0.0112</b>	<b>0.3390</b>	<b>0.0000</b>	<b>1,408.795<sub>2</sub></b>	<b>1,408.795<sub>2</sub></b>	<b>0.0530</b>	<b>0.0000</b>	<b>1,410.120<sub>8</sub></b>

**3.5 Building Construction - 2023**  
**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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



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**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620,498 6	7,620,498 6	0.3407	0.0000	7,629,016 2
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620,498 6	7,620,498 6	0.3407	0.0000	7,629,016 2
MT/yr																

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					CO2e
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Restaurant Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	0.0310	0.0310	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					CO2e
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Restaurant Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	0.0310	0.0310	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	

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

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

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



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

**5.3 Energy by Land Use - Electricity**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/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	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	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	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	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.4137					0.0000	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	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	0.0143	0.0143	0.0143	0.0143	0.0000	204.1166	204.1166	3.9700e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004	0.0572	0.0572	0.0572	0.0572	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

**7.0 Water Detail**

**3451 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

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Office Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

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

**7.2 Water by Land Use**

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Open Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

ATTACHMENT 13 - 348

**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

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		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
Office Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>



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

**8.2 Waste by Land Use**

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Apartment Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartment 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
Open Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

ATTACHMENT 13 - 351

**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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 33

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

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2.0 Emissions Summary

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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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
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**

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	2	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	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

**Mitigated Operational**

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	2	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	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>



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

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

**3.0 Construction Detail**

**Construction Phase**

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

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2869	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 <sub>3</sub>	1,292.241 <sub>3</sub>	0.0877		1,294.433 <sub>7</sub>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
<b>Total</b>	<b>0.1916</b>	<b>4.1394</b>	<b>1.5644</b>	<b>0.0136</b>	<b>0.4346</b>	<b>0.0139</b>	<b>0.4485</b>	<b>0.1176</b>	<b>0.0133</b>	<b>0.1309</b>		<b>1,463.056<sub>8</sub></b>	<b>1,463.056<sub>8</sub></b>	<b>0.0927</b>		<b>1,465.375<sub>0</sub></b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.4411	0.0000	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2869	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
<b>Total</b>	<b>0.1916</b>	<b>4.1394</b>	<b>1.5644</b>	<b>0.0136</b>	<b>0.4346</b>	<b>0.0139</b>	<b>0.4485</b>	<b>0.1176</b>	<b>0.0133</b>	<b>0.1309</b>		<b>1,463.0568</b>	<b>1,463.0568</b>	<b>0.0927</b>		<b>1,465.3750</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.0445	1.8809	1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	6,007.0434	6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust	4.1912	46.3998	30.8785	0.0620	8.6733	0.0000	8.6733	3.5965	0.0000	3.5965	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620	1.9853	1.9853	1.9853	1.8265	1.8265	1.8265	0.0000	6,007.043 <sup>4</sup>	6,007.043 <sup>4</sup>	1.9428	1.9428	6,055.613 <sup>4</sup>	6,055.613 <sup>4</sup>
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.043<sup>4</sup></b>	<b>6,007.043<sup>4</sup></b>	<b>1.9428</b>	<b>1.9428</b>	<b>6,055.613<sup>4</sup></b>	<b>6,055.613<sup>4</sup></b>



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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	6.011.410 <sup>5</sup>	6.011.410 <sup>5</sup>	1.9442		6,060.015 <sup>8</sup>
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.410<sup>5</sup></b>	<b>6,011.410<sup>5</sup></b>	<b>1.9442</b>		<b>6,060.015<sup>8</sup></b>

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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		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	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	8,800.685 7	0.2429		8,806.758 2
<b>Total</b>	<b>3.6242</b>	<b>15.3350</b>	<b>33.1995</b>	<b>0.1247</b>	<b>9.8688</b>	<b>0.0949</b>	<b>9.9637</b>	<b>2.6381</b>	<b>0.0883</b>	<b>2.7263</b>	<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>12,697.23 39</b>	<b>0.4665</b>		<b>12,708.89 66</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>		<b>2,569.632 2</b>

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	0.2236	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	0.2429	8,800.685 7	0.2429			8,806.758 2
<b>Total</b>	<b>3.6242</b>	<b>15.3350</b>	<b>33.1995</b>	<b>0.1247</b>	<b>9.8688</b>	<b>0.0949</b>	<b>9.9637</b>	<b>2.6381</b>	<b>0.0883</b>	<b>2.7263</b>	<b>12,697.23 39</b>	<b>0.4665</b>	<b>12,697.23 39</b>	<b>0.4665</b>			<b>12,708.89 66</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	2,555.209 9	0.6079	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>	<b>0.6997</b>	<b>0.6997</b>	<b>0.6997</b>	<b>0.6584</b>	<b>0.6584</b>	<b>0.6584</b>	<b>2,555.209 9</b>	<b>0.6079</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,478.440 8	0.2190			8,483.916 0
<b>Total</b>	<b>3.3229</b>	<b>11.9468</b>	<b>30.5127</b>	<b>0.1203</b>	<b>9.8688</b>	<b>0.0797</b>	<b>9.9485</b>	<b>2.6381</b>	<b>0.0738</b>	<b>2.7118</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>0.4172</b>			<b>12,262.74 60</b>

**Mitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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		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	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	8,478.440 8	0.2190		8,483.916 0
<b>Total</b>	<b>3.3229</b>	<b>11.9468</b>	<b>30.5127</b>	<b>0.1203</b>	<b>9.8688</b>	<b>0.0797</b>	<b>9.9485</b>	<b>2.6381</b>	<b>0.0738</b>	<b>2.7118</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>12,252.31 70</b>	<b>0.4172</b>		<b>12,262.74 60</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584 1	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			0.0000			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>	<b>0.5102</b>	<b>0.5102</b>	<b>0.5102</b>	<b>0.4694</b>	<b>0.4694</b>	<b>0.4694</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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 <sub>2</sub>	1,641.085 <sub>2</sub>	1,641.085 <sub>2</sub>	0.0401		1,642.088 <sub>6</sub>
<b>Total</b>	<b>0.5707</b>	<b>0.3513</b>	<b>5.1044</b>	<b>0.0165</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>0.0401</b>		<b>1,642.088<sub>6</sub></b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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 <sub>2</sub>	1,641.085 <sub>2</sub>	1,641.085 <sub>2</sub>	0.0401		1,642.088 <sub>6</sub>
<b>Total</b>	<b>0.5707</b>	<b>0.3513</b>	<b>5.1044</b>	<b>0.0165</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>1,641.085<sub>2</sub></b>	<b>0.0401</b>		<b>1,642.088<sub>6</sub></b>

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.1807		50,361.12
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	2.1807		50,361.12

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3	
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3	
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4	
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Hotel Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.1870	0.1870	0.1870	0.1870	0.004	0.004	0.004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1602</b>	<b>8,405.6387</b>

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

5.2 Energy by Land Use - Natural Gas

Mitigated

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	8.3400e-003	8.3400e-003	131.6662	131.6662	2.5200e-003	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	0.2666	0.2666	4,209.9164	4,209.9164	0.0807	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	9.5600e-003	9.5600e-003	150.9911	150.9911	2.8900e-003	2.8900e-003	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	2,677.6342	2,677.6342	0.0513	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	0.0355	0.0355	561.1436	561.1436	0.0108	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	0.0377	0.0377	595.0298	595.0298	0.0114	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	1.8700e-003	1.8700e-003	29.6019	29.6019	5.7000e-004	5.7000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

6.0 Area Detail

6.1 Mitigation Measures Area

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	0.0000	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			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

**8.0 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 3388

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

ATTACHMENT 13 - 390

2.0 Emissions Summary



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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day										lb/day					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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
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**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	0.0000	8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083	0.0000	47,917.80 05	47,917.80 05	2.1953	0.4832	47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37 87</b>	<b>74,422.37 87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44 17</b>

**Mitigated Operational**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	0.0000	8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083	0.0000	47,917.80 05	47,917.80 05	2.1953	0.4832	47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37 87</b>	<b>74,422.37 87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44 17</b>

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

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	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	

**ATTACHMENT 13**

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

ATTACHMENT 3 395

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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
<b>Total</b>	<b>0.2019</b>	<b>4.1943</b>	<b>1.5706</b>	<b>0.0133</b>	<b>0.4346</b>	<b>0.0141</b>	<b>0.4487</b>	<b>0.1176</b>	<b>0.0135</b>	<b>0.1311</b>		<b>1,430.693 2</b>	<b>1,430.693 2</b>	<b>0.0955</b>		<b>1,433.081 2</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944 9</b>	<b>3,747.944 9</b>	<b>1.0549</b>		<b>3,774.317 4</b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
<b>Total</b>	<b>0.2019</b>	<b>4.1943</b>	<b>1.5706</b>	<b>0.0133</b>	<b>0.4346</b>	<b>0.0141</b>	<b>0.4487</b>	<b>0.1176</b>	<b>0.0135</b>	<b>0.1311</b>		<b>1,430.693 2</b>	<b>1,430.693 2</b>	<b>0.0955</b>		<b>1,433.081 2</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.656 9</b>	<b>3,685.656 9</b>	<b>1.1920</b>		<b>3,715.457 3</b>



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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	6,007.0434	6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	0.0000	6,007.043 <sup>4</sup>	6,007.043 <sup>4</sup>	1.9428		6,055.613 <sup>4</sup>
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.043<sup>4</sup></b>	<b>6,007.043<sup>4</sup></b>	<b>1.9428</b>		<b>6,055.613<sup>4</sup></b>

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5041	6,011.4105	6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	1.5041	0.0000	6.011.410 <sup>5</sup>	6.011.410 <sup>5</sup>	1.9442			6,060.015 <sup>8</sup>
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.410<sup>5</sup></b>	<b>6,011.410<sup>5</sup></b>	<b>1.9442</b>			<b>6,060.015<sup>8</sup></b>

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,286.901 3	0.2282			8,292.605 8
<b>Total</b>	<b>4.0156</b>	<b>15.5266</b>	<b>30.9685</b>	<b>0.1186</b>	<b>9.8688</b>	<b>0.0957</b>	<b>9.9645</b>	<b>2.6381</b>	<b>0.0891</b>	<b>2.7271</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>0.4663</b>			<b>12,087.63 41</b>

**Mitigated Construction On-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120			2,569.632 2
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>			<b>2,569.632 2</b>

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	8,286.901 3	0.2282			8,292.605 8
<b>Total</b>	<b>4.0156</b>	<b>15.5266</b>	<b>30.9685</b>	<b>0.1186</b>	<b>9.8688</b>	<b>0.0957</b>	<b>9.9645</b>	<b>2.6381</b>	<b>0.0891</b>	<b>2.7271</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>12,075.97 63</b>	<b>0.4663</b>			<b>12,087.63 41</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>



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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	3,671.400 7	3,671.400 7	3,671.400 7	0.2096			3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372	7,983.731 8	7,983.731 8	7,983.731 8	0.2055			7,988.868 3
<b>Total</b>	<b>3.6978</b>	<b>12.1065</b>	<b>28.3496</b>	<b>0.1144</b>	<b>9.8688</b>	<b>0.0803</b>	<b>9.9491</b>	<b>2.6381</b>	<b>0.0743</b>	<b>2.7124</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>0.4151</b>			<b>11,665.50 99</b>

**Mitigated Construction On-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	3,671.400 7	3,671.400 7	3,671.400 7	0.2096			3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372	7,983.731 8	7,983.731 8	7,983.731 8	0.2055			7,988.868 3
<b>Total</b>	<b>3.6978</b>	<b>12.1065</b>	<b>28.3496</b>	<b>0.1144</b>	<b>9.8688</b>	<b>0.0803</b>	<b>9.9491</b>	<b>2.6381</b>	<b>0.0743</b>	<b>2.7124</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>11,655.13 25</b>	<b>0.4151</b>			<b>11,665.50 99</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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				0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>			<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	0.0376			1,546.226
<b>Total</b>	<b>0.6406</b>	<b>0.3886</b>	<b>4.6439</b>	<b>0.0155</b>	<b>1.7884</b>	<b>0.0134</b>	<b>1.8018</b>	<b>0.4743</b>	<b>0.0123</b>	<b>0.4866</b>	<b>1,545.286</b>	<b>0</b>	<b>1,545.286</b>	<b>0.0376</b>			<b>1,546.226</b>

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**



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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221	1,112,221	1,112,221
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBtu/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	8.3400e-003	8.3400e-003	131.6662	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	0.2666	0.2666	4.209.9164	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	9.5600e-003	9.5600e-003	150.9911	150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	2.677.6342	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	0.0355	0.0355	561.1436	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	0.0377	0.0377	595.0298	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	1.8700e-003	1.8700e-003	29.6019	29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4,76972	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	1.8700e-003	1.8700e-003	1.8700e-003	1.8700e-003	5.7000e-004	5.4000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>		<b>1.5974</b>	<b>1.5974</b>		<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

**7.0.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 42 - 423

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

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

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2.0 Emissions Summary

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

**2.1 Overall Construction**  
**Unmitigated Construction**

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

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

**2.1 Overall Construction  
Mitigated Construction**

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

Percent Reduction	tons/quarter										tons/quarter					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	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**

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Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003	0.0714	0.0714	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	0.0966	0.0966	0.0000	3.896.0732	3.896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.4986	7.620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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**2.2 Overall Operational**

Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.1437	0.2950	10.3804	1.6700e-003	0.0714	0.0714	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	0.0966	0.0966	0.0000	3.896.073 <sub>2</sub>	3.896.073 <sub>2</sub>	0.1303	0.0468	3.913.283 <sub>3</sub>
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7.620.498 <sub>6</sub>	7.620.498 <sub>6</sub>	0.3407	0.0000	7.629.016 <sub>2</sub>
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	586.6420	585.8052	3.0183	0.0755	683.7567
<b>Total</b>	<b>6.8692</b>	<b>9.5223</b>	<b>30.3407</b>	<b>0.0914</b>	<b>7.7979</b>	<b>0.2260</b>	<b>8.0240</b>	<b>2.0895</b>	<b>0.2219</b>	<b>2.3114</b>	<b>236.9712</b>	<b>12,294.1807</b>	<b>12,531.1519</b>	<b>15.7904</b>	<b>0.1260</b>	<b>12,963.4751</b>

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Percent Reduction	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment



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

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

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Trips and VMT

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

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0233	0.0216	0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
<b>Total</b>	<b>0.0475</b>	<b>0.4716</b>	<b>0.3235</b>	<b>5.8000e-004</b>	<b>0.0496</b>	<b>0.0233</b>	<b>0.0729</b>	<b>0.0216</b>	<b>0.0216</b>	<b>0.0291</b>	<b>0.0000</b>	<b>51.0012</b>	<b>51.0012</b>	<b>0.0144</b>	<b>0.0000</b>	<b>51.3601</b>

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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



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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**  
**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**  
**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**  
**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**  
**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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



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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620,498 6	7,620,498 6	0.3407	0.0000	7,629,016 2
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620,498 6	7,620,498 6	0.3407	0.0000	7,629,016 2
MT/yr																

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Restaurant Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	0.0310	0.0310	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	



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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0487	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	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468	
Restaurant Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003	0.0310	0.0310	0.0310	0.0310	0.0310	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	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	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	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301	
<b>Total</b>		<b>0.1398</b>	<b>1.2312</b>	<b>0.7770</b>	<b>7.6200e-003</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0966</b>	<b>0.0000</b>	<b>1,383.4268</b>	<b>1,383.4268</b>	<b>0.0265</b>	<b>0.0254</b>	<b>1,391.6478</b>	

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

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

Land Use	Electricity Use kWh/yr	Total CO2				CO2e
		CH4	N2O	MT/yr		
Apartments Low Rise	106010	1.3900e-003	2.9000e-004	33.8978		
Apartments Mid Rise	3.94697e+006	0.0519	0.0107	1,262.0869		
General Office Building	584550	7.6900e-003	1.5900e-003	186.9165		
High Turnover (Sit Down Restaurant)	1.58904e+006	0.0209	4.3200e-003	508.1135		
Hotel	550308	7.2400e-003	1.5000e-003	175.9672		
Quality Restaurant	353120	4.6500e-003	9.6000e-004	112.9141		
Regional Shopping Center	756000	9.9400e-003	2.0600e-003	241.7395		
<b>Total</b>		<b>0.1037</b>	<b>0.0215</b>	<b>2,512.6465</b>		
				<b>6</b>		

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

**5.3 Energy by Land Use - Electricity**

**Mitigated**

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

ATTACHMENT 13 - 457

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/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	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	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	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	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>
MT/yr																

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.4137					0.0000	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	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003	0.0143	0.0143	0.0143	0.0143	0.0143	0.0143	0.0000	204.1166	204.1166	3.9700e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004	0.0572	0.0572	0.0572	0.0572	0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
<b>Total</b>	<b>5.1437</b>	<b>0.2950</b>	<b>10.3804</b>	<b>1.6600e-003</b>		<b>0.0714</b>	<b>0.0714</b>		<b>0.0714</b>	<b>0.0714</b>	<b>0.0000</b>	<b>220.9670</b>	<b>220.9670</b>	<b>0.0201</b>	<b>3.7400e-003</b>	<b>222.5835</b>

**7.0 Water Detail**

**5.1 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**

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Office Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

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

**7.2 Water by Land Use**

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	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
Open Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
<b>Total</b>		<b>585.8052</b>	<b>3.0183</b>	<b>0.0755</b>	<b>683.7567</b>

ATTACHMENT 13 - 462

**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

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Apartment Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartment 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
Office Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

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

**8.2 Waste by Land Use**

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Apartment Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartment 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
Open Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
<b>Total</b>		<b>207.8079</b>	<b>12.2811</b>	<b>0.0000</b>	<b>514.8354</b>

ATTACHMENT 13 - 465

**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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 457

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

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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

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2.0 Emissions Summary

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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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



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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day										lb/day					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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
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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
<b>Total</b>	<b>41.1168</b>	<b>67.2262</b>	<b>207.5497</b>	<b>0.6278</b>	<b>45.9592</b>	<b>2.4626</b>	<b>48.4217</b>	<b>12.2950</b>	<b>2.4385</b>	<b>14.7336</b>	<b>0.0000</b>	<b>76,811.18 16</b>	<b>76,811.18 16</b>	<b>2.8282</b>	<b>0.4832</b>	<b>77,025.87 86</b>

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

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

**3.0 Construction Detail**

**Construction Phase**

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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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

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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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411		3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>		<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 <sub>3</sub>	1,292.241 <sub>3</sub>	0.0877		1,294.433 <sub>7</sub>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
<b>Total</b>	<b>0.1760</b>	<b>4.1265</b>	<b>1.3884</b>	<b>0.0131</b>	<b>0.3810</b>	<b>0.0135</b>	<b>0.3946</b>	<b>0.1034</b>	<b>0.0129</b>	<b>0.1163</b>		<b>1,409.521<sub>2</sub></b>	<b>1,409.521<sub>2</sub></b>	<b>0.0912</b>		<b>1,411.801<sub>5</sub></b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.4411	0.0000	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 <sub>3</sub>	1,292.241 <sub>3</sub>	0.0877		1,294.433 <sub>7</sub>
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
<b>Total</b>	<b>0.1760</b>	<b>4.1265</b>	<b>1.3884</b>	<b>0.0131</b>	<b>0.3810</b>	<b>0.0135</b>	<b>0.3946</b>	<b>0.1034</b>	<b>0.0129</b>	<b>0.1163</b>		<b>1,409.521<sub>2</sub></b>	<b>1,409.521<sub>2</sub></b>	<b>0.0912</b>		<b>1,411.801<sub>5</sub></b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.0445	1.8809	1.8809	1.8809		3,685.656 <sub>9</sub>	3,685.656 <sub>9</sub>	1.1920		3,715.457 <sub>3</sub>
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.656<sub>9</sub></b>	<b>3,685.656<sub>9</sub></b>	<b>1.1920</b>		<b>3,715.457<sub>3</sub></b>

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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265			6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>			<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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		6.0114105	6.0114105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**  
**Unmitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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 <sub>2</sub>	0.2236	3,896.548 <sub>2</sub>	0.2236			3,902.138 <sub>4</sub>
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617	6,042.558 <sub>5</sub>	0.1697	6,042.558 <sub>5</sub>	0.1697			6,046.800 <sub>0</sub>
<b>Total</b>	<b>2.8378</b>	<b>14.7106</b>	<b>24.5142</b>	<b>0.0971</b>	<b>7.0087</b>	<b>0.0741</b>	<b>7.0828</b>	<b>1.8799</b>	<b>0.0691</b>	<b>1.9490</b>	<b>9,939.106<sub>7</sub></b>	<b>0.3933</b>	<b>9,939.106<sub>7</sub></b>	<b>0.3933</b>			<b>9,946.938<sub>4</sub></b>

**Mitigated Construction On-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.7062	15.6156	16.3634	0.0269	0.8090	0.8090	0.8090	0.7612	0.7612	0.7612	0.0000	2,554.333 <sub>6</sub>	2,554.333 <sub>6</sub>	0.6120			2,569.632 <sub>2</sub>
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>	<b>0.8090</b>	<b>0.8090</b>	<b>0.8090</b>	<b>0.7612</b>	<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333<sub>6</sub></b>	<b>2,554.333<sub>6</sub></b>	<b>0.6120</b>			<b>2,569.632<sub>2</sub></b>

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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		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	0.2236		3,902.138
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	0.1697		6,046.800
<b>Total</b>	<b>2.8378</b>	<b>14.7106</b>	<b>24.5142</b>	<b>0.0971</b>	<b>7.0087</b>	<b>0.0741</b>	<b>7.0828</b>	<b>1.8799</b>	<b>0.0691</b>	<b>1.9490</b>	<b>9,939.106</b>	<b>7</b>	<b>9,939.106</b>	<b>0.3933</b>		<b>9,946.938</b>
																<b>4</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.6079		2,570.406
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>2,555.209</b>	<b>9</b>	<b>2,555.209</b>	<b>0.6079</b>		<b>2,570.406</b>
																<b>1</b>

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

**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	5,821.402 8	0.1529			5,825.225 4
<b>Total</b>	<b>2.5807</b>	<b>11.3809</b>	<b>22.5017</b>	<b>0.0936</b>	<b>7.0088</b>	<b>0.0595</b>	<b>7.0682</b>	<b>1.8799</b>	<b>0.0552</b>	<b>1.9350</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>0.3511</b>			<b>9,604.055 4</b>

**Mitigated Construction On-Site**

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079			2,570.406 1
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.209 9</b>	<b>2,555.209 9</b>	<b>0.6079</b>			<b>2,570.406 1</b>



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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	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	5,821.402 8	0.1529		5,825.225 4	
<b>Total</b>	<b>2.5807</b>	<b>11.3809</b>	<b>22.5017</b>	<b>0.0936</b>	<b>7.0088</b>	<b>0.0595</b>	<b>7.0682</b>	<b>1.8799</b>	<b>0.0552</b>	<b>1.9350</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>9,595.279 0</b>	<b>0.3511</b>		<b>9,604.055 4</b>	

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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			0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>			<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0280	0.0000	1,127,4583
<b>Total</b>	<b>0.4296</b>	<b>0.2481</b>	<b>3.6098</b>	<b>0.0113</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>	<b>1,126.7583</b>	<b>1,126.7583</b>	<b>0.0280</b>	<b>0.0280</b>		<b>1,127,4583</b>

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.1807		50,361.12
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	2.1807		50,361.12

4.2 Trip Summary Information

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

4.3 Trip Type Information



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

Land Use	Miles			Trip %			Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3	
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3	
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4	
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBtu/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Hotel Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.1870	0.1870	0.1870	0.1870	5.7000e-004	5.4000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	8.3400e-003	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	9.5600e-003	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0355	0.0355	0.0355	0.0108	0.0103	0.0103	2,693.5460
Hotel	4,76972	0.0514	0.4676	0.3928	2.8100e-003	0.0377	0.0377	0.0377	0.0377	0.0377	0.0377	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0355	0.0355	0.0355	0.0114	0.0109	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	1.8700e-003	1.8700e-003	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	29,777.8
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>0.1532</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>

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

**6.2 Area by SubCategory**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.5950</b>	<b>18,148.5950</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.1192</b>

**7.0 Water Detail**

**7.0.1 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**

ATTACHMENT 13

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/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

ATTACHMENT 1 - 502



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

ATTACHMENT 13 - 504

2.0 Emissions Summary

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

**2.1 Overall Construction (Maximum Daily Emission)**

Unmitigated Construction

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

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

**2.1 Overall Construction (Maximum Daily Emission)**

Mitigated Construction

Year	lb/day										lb/day					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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
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**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	0.0000	8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083	0.0000	47,917.80 05	47,917.80 05	2.1953	0.4832	47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37</b> <b>87</b>	<b>74,422.37</b> <b>87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44</b> <b>17</b>

**Mitigated Operational**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	30.5020	15.0496	88.4430	0.0944	1.5974	1.5974	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	0.5292	0.5292	0.0000	8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083	0.0000	47,917.80 05	47,917.80 05	2.1953	0.4832	47,972.68 39
<b>Total</b>	<b>40.7912</b>	<b>67.7872</b>	<b>202.7424</b>	<b>0.6043</b>	<b>45.9592</b>	<b>2.4640</b>	<b>48.4231</b>	<b>12.2950</b>	<b>2.4399</b>	<b>14.7349</b>	<b>0.0000</b>	<b>74,422.37</b> <b>87</b>	<b>74,422.37</b> <b>87</b>	<b>2.8429</b>	<b>0.4832</b>	<b>74,637.44</b> <b>17</b>

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

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

**3.0 Construction Detail**

**Construction Phase**

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

**ATTACHMENT 13**

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

ATTACHMENT 3 509

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**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.5513	1.4411	1.4411	1.4411	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	3,747.944 <sub>9</sub>	1.0549		3,774.317 <sub>4</sub>
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>3,747.944<sub>9</sub></b>	<b>1.0549</b>		<b>3,774.317<sub>4</sub></b>



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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
<b>Total</b>	<b>0.1835</b>	<b>4.1800</b>	<b>1.4144</b>	<b>0.0128</b>	<b>0.3810</b>	<b>0.0137</b>	<b>0.3948</b>	<b>0.1034</b>	<b>0.0131</b>	<b>0.1165</b>		<b>1,380.326 2</b>	<b>1,380.326 2</b>	<b>0.0941</b>		<b>1,382.679 1</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
<b>Total</b>	<b>3.1651</b>	<b>31.4407</b>	<b>21.5650</b>	<b>0.0388</b>	<b>3.3074</b>	<b>1.5513</b>	<b>4.8588</b>	<b>0.5008</b>	<b>1.4411</b>	<b>1.9419</b>	<b>0.0000</b>	<b>3,747.944 9</b>	<b>3,747.944 9</b>	<b>1.0549</b>		<b>3,774.317 4</b>

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908			1,272.125 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003			110.5539
<b>Total</b>	<b>0.1835</b>	<b>4.1800</b>	<b>1.4144</b>	<b>0.0128</b>	<b>0.3810</b>	<b>0.0137</b>	<b>0.3948</b>	<b>0.1034</b>	<b>0.0131</b>	<b>0.1165</b>		<b>1,380.326 2</b>	<b>1,380.326 2</b>	<b>0.0941</b>			<b>1,382.679 1</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

lb/day																	
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	1.8809		3,685.656 9	3,685.656 9	1.1920			3,715.457 3
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.656 9</b>	<b>3,685.656 9</b>	<b>1.1920</b>			<b>3,715.457 3</b>

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

**3.3 Site Preparation - 2021**  
**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**  
**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9853	1.8265	1.8265	1.8265	6,007.0434	6,007.0434	6,007.0434	1.9428		6,055.6134
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>6,007.0434</b>	<b>1.9428</b>		<b>6,055.6134</b>

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.8265	0.0000	6,007.043 <sup>4</sup>	6,007.043 <sup>4</sup>	1.9428		6,055.613 <sup>4</sup>
<b>Total</b>	<b>4.1912</b>	<b>46.3998</b>	<b>30.8785</b>	<b>0.0620</b>	<b>8.6733</b>	<b>1.9853</b>	<b>10.6587</b>	<b>3.5965</b>	<b>1.8265</b>	<b>5.4230</b>	<b>0.0000</b>	<b>6,007.043<sup>4</sup></b>	<b>6,007.043<sup>4</sup></b>	<b>1.9428</b>		<b>6,055.613<sup>4</sup></b>

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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



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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	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	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602			5,695,940 8
<b>Total</b>	<b>3.0904</b>	<b>14.8350</b>	<b>23.2704</b>	<b>0.0926</b>	<b>7.0087</b>	<b>0.0749</b>	<b>7.0836</b>	<b>1.8799</b>	<b>0.0699</b>	<b>1.9498</b>		<b>9,481.010 4</b>	<b>9,481.010 4</b>	<b>0.3984</b>			<b>9,490,969 1</b>

**Mitigated Construction On-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120			2,569,632 2
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.333 6</b>	<b>2,554.333 6</b>	<b>0.6120</b>			<b>2,569,632 2</b>

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	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	5,691.9354	0.1602		5,695.9408	
<b>Total</b>	<b>3.0904</b>	<b>14.8350</b>	<b>23.2704</b>	<b>0.0926</b>	<b>7.0087</b>	<b>0.0749</b>	<b>7.0836</b>	<b>1.8799</b>	<b>0.0699</b>	<b>1.9488</b>	<b>9,481.0104</b>	<b>9,481.0104</b>	<b>9,481.0104</b>	<b>0.3984</b>		<b>9,490.9691</b>	

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**  
**Unmitigated Construction Off-Site**

Category	lb/day											lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	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	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	5,483.7974	0.1442			5,487.4020
<b>Total</b>	<b>2.8211</b>	<b>11.4799</b>	<b>21.2591</b>	<b>0.0893</b>	<b>7.0088</b>	<b>0.0601</b>	<b>7.0688</b>	<b>1.8799</b>	<b>0.0557</b>	<b>1.9356</b>	<b>9,155.1981</b>	<b>9,155.1981</b>	<b>9,155.1981</b>	<b>0.3538</b>			<b>9,164.0437</b>

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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			0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752	3,671.400 7	3,671.400 7	3,671.400 7	0.2096			3,676.641 7
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604	5,483.797 4	5,483.797 4	5,483.797 4	0.1442			5,487.402 0
<b>Total</b>	<b>2.8211</b>	<b>11.4799</b>	<b>21.2591</b>	<b>0.0893</b>	<b>7.0088</b>	<b>0.0601</b>	<b>7.0688</b>	<b>1.8799</b>	<b>0.0557</b>	<b>1.9356</b>	<b>9,155.198 1</b>	<b>9,155.198 1</b>	<b>9,155.198 1</b>	<b>0.3538</b>			<b>9,164.043 7</b>

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
lb/day																	
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584 1	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			0.0000				0.0000
<b>Total</b>	<b>1.0327</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>	<b>0.5102</b>	<b>0.5102</b>	<b>0.5102</b>	<b>0.4694</b>	<b>0.4694</b>	<b>0.4694</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>			<b>2,225.433 6</b>

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	2.4700e-003		99.5663	99.5663
<b>Total</b>	<b>0.0444</b>	<b>0.0257</b>	<b>0.3114</b>	<b>1.0000e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>	<b>99.5045</b>	<b>99.5045</b>	<b>2.4700e-003</b>	<b>2.4700e-003</b>		<b>99.5663</b>	<b>99.5663</b>

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	99.5045	2.4700e-003		99.5663
<b>Total</b>	<b>0.0444</b>	<b>0.0257</b>	<b>0.3114</b>	<b>1.0000e-003</b>	<b>0.1141</b>	<b>8.8000e-004</b>	<b>0.1150</b>	<b>0.0303</b>	<b>8.1000e-004</b>	<b>0.0311</b>	<b>99.5045</b>	<b>99.5045</b>	<b>99.5045</b>	<b>2.4700e-003</b>		<b>99.5663</b>

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0159		281.8443
<b>Total</b>	<b>236.5923</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>			<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>



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

**3.7 Architectural Coating - 2024**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0264	1,062.0410	1,062.0410
<b>Total</b>	<b>0.4734</b>	<b>0.2743</b>	<b>3.3220</b>	<b>0.0107</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>	<b>1,061.3818</b>	<b>1,061.3818</b>	<b>0.0264</b>	<b>0.0264</b>	<b>1,062.0410</b>	<b>1,062.0410</b>

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0264	0.0264	1,062.0410
<b>Total</b>	<b>0.4734</b>	<b>0.2743</b>	<b>3.3220</b>	<b>0.0107</b>	<b>1.2171</b>	<b>9.4300e-003</b>	<b>1.2266</b>	<b>0.3229</b>	<b>8.6800e-003</b>	<b>0.3315</b>	<b>1,061.3818</b>	<b>1,061.3818</b>	<b>0.0264</b>	<b>0.0264</b>	<b>0.0264</b>	<b>1,062.0410</b>

ATTACHMENT 1

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221	1,112,221	1,112,221
<b>Total</b>	<b>8,050.95</b>	<b>8,164.43</b>	<b>8,057.31</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>	<b>20,552,452</b>

4.3 Trip Type Information

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

Land Use	Miles			Trip %			Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3	
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3	
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4	
High Turnover (Sit Down)	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

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

**Unmitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.3400e-003	8.3400e-003	131.6662	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	0.2666	0.2666	4.209.9164	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	9.5600e-003	9.5600e-003	150.9911	150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	2.677.6342	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	0.0355	0.0355	561.1436	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	0.0377	0.0377	595.0298	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	1.8700e-003	1.8700e-003	29.6019	29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>8,355.9832</b>	<b>0.1602</b>	<b>0.1532</b>	<b>8,405.6387</b>

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

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

Land Use	Natural Gas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	8.3400e-003	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	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	0.2666	0.2666	0.2666	0.2666	0.2666	0.0807	0.0772	2.4100e-003	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	9.5600e-003	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	151.8884
Restaurant Turnover (Sit Down Restaurant)	22,7599	0.2455	2.2314	1.8743	0.0134	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.1696	0.0513	0.0491	2.7700e-003	2,693.5460
Hotel	4,76972	0.0514	0.4676	0.3928	2.8100e-003	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0355	0.0108	0.0103	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	0.0377	0.0377	0.0377	0.0377	0.0377	0.0114	0.0109	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	1.8700e-003	0.5292	0.5292	0.5292	0.5292	0.1602	0.1532	5.4000e-004	29.7778
<b>Total</b>		<b>0.7660</b>	<b>6.7463</b>	<b>4.2573</b>	<b>0.0418</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.5292</b>	<b>0.1602</b>	<b>0.1532</b>	<b>5.4000e-004</b>	<b>8,405.6387</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

672 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	2.2670				0.0000	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			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900	1.1400	1.1400	1.1400	1.1400	1.1400	1.1400	0.0000	18,000.00 00	18,000.00 00	0.3450	0.3300	18,106.96 50
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59 50</b>	<b>18,148.59 50</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11 92</b>



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

**6.2 Area by SubCategory**

**Mitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.1400	1.1400	0.0000	18,000.00	18,000.00	0.3450	0.3300	18,106.96
Landscaping	2.4766	0.9496	82.4430	4.3600e-003	0.4574	0.4574	0.4574	0.4574	0.4574	0.4574	148.5950	148.5950	148.5950	0.1424		152.1542
<b>Total</b>	<b>30.5020</b>	<b>15.0496</b>	<b>88.4430</b>	<b>0.0944</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>1.5974</b>	<b>0.0000</b>	<b>18,148.59</b>	<b>18,148.59</b>	<b>0.4874</b>	<b>0.3300</b>	<b>18,259.11</b>

**7.0 Water Detail**

**5.1 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
----------------	--------

**11.0 Vegetation**

Attachment C

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

**EXHIBIT B**



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## ***Paul Rosenfeld, Ph.D.***

*Principal Environmental Chemist*

**Chemical Fate and Transport & Air Dispersion Modeling**

**Risk Assessment & Remediation Specialist**

### **Education**

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

### **Professional Experience**

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

## **Professional History:**

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner  
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)  
UCLA School of Public Health; 2003 to 2006; Adjunct Professor  
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator  
UCLA Institute of the Environment, 2001-2002; Research Associate  
Komex H<sub>2</sub>O Science, 2001 to 2003; Senior Remediation Scientist  
National Groundwater Association, 2002-2004; Lecturer  
San Diego State University, 1999-2001; Adjunct Professor  
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager  
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager  
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor  
King County, Seattle, 1996 – 1999; Scientist  
James River Corp., Washington, 1995-96; Scientist  
Big Creek Lumber, Davenport, California, 1995; Scientist  
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist  
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

## **Publications:**

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

**Rosenfeld, P.E.** & Feng, L. (2011). *The Risks of Hazardous Waste*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

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.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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.

**Rosenfeld, P. E.**, Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

**Rosenfeld, P.E.**, Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

**Rosenfeld, P.E.**, and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

**Rosenfeld, P.E.**, and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

**Rosenfeld, P.E.**, C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

**Rosenfeld, P.E.**, and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

**Rosenfeld, P.E.**, and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

**Rosenfeld, P. E.** (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

**Rosenfeld, P. E.** (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

**Rosenfeld, P. E.** (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

**Rosenfeld, P. E.** (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

**Rosenfeld, P. E.** (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

## **Presentations:**

**Rosenfeld, P.E.**, Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

**Rosenfeld, P.E.** (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

**Rosenfeld, P.E.** (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

**Rosenfeld, P. E.** (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld, P. E.** (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.



**Rosenfeld, P. E.** (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water. Lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld P. E.** (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

**Rosenfeld P. E.** (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

**Paul Rosenfeld Ph.D.** (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

**Paul Rosenfeld Ph.D.** (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

**Paul Rosenfeld Ph.D.** (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

**Paul Rosenfeld Ph.D.** (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

**Paul Rosenfeld Ph.D.** (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

**Paul Rosenfeld Ph.D.** (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld Ph.D.** (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

**Paul Rosenfeld, Ph.D.** (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

**Paul Rosenfeld, Ph.D.** (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

**Rosenfeld, P. E.,** Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

**Paul Rosenfeld, Ph.D.** (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

**Paul Rosenfeld, Ph.D.** (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E.** and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

**Rosenfeld, P.E.** and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

**Rosenfeld, P.E.** (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

**Rosenfeld, P.E.** (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

**Rosenfeld, P.E.** (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.,** and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

**Rosenfeld, P.E.,** C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.,** C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

### **Teaching Experience:**

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

### **Academic Grants Awarded:**

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

## **Deposition and/or Trial Testimony:**

In the United States District Court For The District of New Jersey

Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.

Case No.: 2:17-cv-01624-ES-SCM

Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division

M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”  
*Defendant*.

Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237

Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants

Case No.: No. BC615636

Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants

Case No.: No. BC646857

Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado

Bells et al. Plaintiff vs. The 3M Company et al., Defendants

Case: No 1:16-cv-02531-RBJ

Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112<sup>th</sup> Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants

Cause No 1923

Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa

Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants

Cause No C12-01481

Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants

Case No.: No. 0i9-L-2295

Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC

Case No.: LC102019 (c/w BC582154)

Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*

Case Number: 4:16-cv-52-DMB-JVM

Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish  
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants  
Case No.: No. 13-2-03987-5  
Rosenfeld Deposition, February 2017  
Trial, March 2017

In The Superior Court of the State of California, County of Alameda  
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants  
Case No.: RG14711115  
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County  
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants  
Case No.: LALA002187  
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County  
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants  
Law No.: LALA105144 - Division A  
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County  
Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants  
Law No.: LALA105144 - Division A  
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia  
Robert Andrews, et al. v. Antero, et al.  
Civil Action NO. 14-C-30000  
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico  
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward  
DeRuyter, Defendants  
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County  
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant  
Case No 4980  
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17<sup>th</sup> Judicial Circuit, in and For Broward County, Florida  
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.  
Case Number CACE07030358 (26)  
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma  
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City  
Landfill, et al. Defendants.  
Case No. 5:12-cv-01152-C  
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas  
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.  
Case Number cc-11-01650-E  
Rosenfeld Deposition: March and September 2013  
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio  
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*  
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)  
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division  
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.  
Case 3:10-cv-00622  
Rosenfeld Deposition: February 2012  
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland  
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants  
Case Number: 03-C-12-012487 OT  
Rosenfeld Deposition: September 2013

**EXHIBIT C**



Technical Consultation, Data Analysis and  
Litigation Support for the Environment

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Santa Monica, California 90401  
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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.**, Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

**Hagemann, M.F.**, 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

**Hagemann, M.F.** and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

**Hagemann, M.F.**, 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

**Hagemann, M.F.**, 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

**Other Experience:**

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.





January 12, 2022

**Sent Electronically**

Daniel Villa, Senior Planner  
City of Burbank Planning Division  
150 North Third Street  
Burbank, CA 91502  
Email: [dvilla@burbankca.gov](mailto:dvilla@burbankca.gov)

**RE: Draft Environmental Impact Report for the 3700 Riverside Drive Mixed-Use Project**

Dear Mr. Villa:

On Behalf of the Los Angeles Conservancy I am writing to comment on the Draft Environmental Impact Report (Draft EIR) for the 3700 Riverside Drive Mixed-Use Project. As proposed, the project would demolish the existing Lakeside Car Wash and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground-level restaurant/retail use, a pocket park, and surface and subterranean parking. Four of the 49 condominiums would be set aside as affordable housing units for very low income households.

O4-1

We thank the City staff and applicant for meeting with Conservancy staff throughout the Draft EIR comment period so that we could better understand the project needs, challenges, and implications on the historic car wash building.

**I. The Lakeside Carwash is a historic resource found eligible for local, state, and national designation.**

Constructed in 1956, the Lakeside Car Wash blends Ranch and Googie architectural styles to create a uniquely Southern California building. With its long, low, and rambling roofline clad in terracotta tile, the building emulates Valley Ranch style housing tracts while its stylized pylon sign and space age Palm Room ground the Lakeside Car Wash as an auto-centric destination. In many aspects, the building resembles Googie coffee shops of the day.

O4-2



In 1963, the Lakeside Car Wash was awarded the Los Angeles Beautiful award for its “excellence in landscaping, exterior housekeeping, and contributions to the beauty of their area.” The competition looked at over 300 buildings throughout the Valley and awarded only eight with the title. In 2000, the *Los Angeles Times* referenced the Lakeside Car Wash in its Google architecture tour. In 2002, the *Times* paid particular attention to the car wash in another article on L.A.’s Google architecture.

O4-2  
cont'd

As detailed in the Cultural Resources Assessment appendix of the Draft EIR, Rincon Consultants, Inc. found the Lakeside Car Wash to be eligible for designation at the local, state, and national levels under Criteria A/1/A and C/3/c as it represents Burbank’s Post-War development and auto-centric architecture.

## II. Project objectives are overly prescriptive.

Project Objective 10 reads, “Facilitate preservation of the existing freestanding pylon sign through on-site relocation, as well as preserve the history of the site’s operation as a car wash by the inclusion of historical records and photographs within the Project’s common areas.”

It is our experience that objectives with this level of specificity lead the project and limit potential for more extensive preservation-based alternatives and outcomes. This objective prioritizes the signage as the key character-defining feature, leaving little consideration for a full or partial preservation alternative. As the lead agency, the City initiated this process with a biased objective. This objective to be more inclusive of preservation in general, not singularly focused on the sign. While retaining and reusing the signage is commendable, as contemplated by the applicant from the start, the sign itself is not the sole historic resource.

O4-3

## III. Eligibility retention within the Partial Preservation Alternative.

A key policy under the California Environmental Quality Act (CEQA) is the lead agency’s duty to “take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history.”<sup>1</sup> To this end, CEQA “requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.”<sup>2</sup> The fact that an environmentally superior alternative may be more costly or fails to meet all project objectives does not necessarily render it infeasible under CEQA.<sup>3</sup> Reasonable alternatives must be considered “even if they substantially impede the project or are more costly.”<sup>4</sup> Likewise, findings of alternative feasibility or infeasibility must be supported by substantial evidence.<sup>5</sup>

O4-4

<sup>1</sup>Public Resource Code, Sec. 21001 (b), (c).

<sup>2</sup> *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resources Code §§ 21002, 21002.1.

<sup>3</sup> Guideline § 15126.6(a).

<sup>4</sup> *San Bernardino Valley Audubon Soc’y v. County of San Bernardino* (1984), 155 Cal.App.3d 738, 750; Guideline § 15126(d)(1).

<sup>5</sup> Public Resources Code § 21081.5.



As noted, the Lakeside Car Wash has been determined eligible for designation at the local, state, and national levels. We appreciate the project team’s inclusion and consideration of a Partial Preservation Alternative, which has been deemed the environmentally superior alternative. We understand that this option may prove difficult and may require reconstruction of the car wash building rather than a relocation on site. Given this scope of the Partial Preservation Alternative, has there been analysis provided evaluating if the reconstructed building retains eligibility for the local, state, and National registers?

O4-4  
cont'd

**IV. Additional mitigation should be included in the Final EIR.**

The Draft EIR includes a number of mitigation measures to address significant adverse impacts resulting from the proposed project. CUL-5 and 6 are those that pertain specifically to the site’s historic resources. CUL-5 references archival documentation of as-built and as-found conditions prior to the issuance of demolition permits. This documentation would be in accordance with the Historic American Building Survey (HABS) Level III guidelines and shall include high-resolution digital photographic recordation, a historic narrative report, and a compilation of historic research completed by a qualified architectural historian. CUL-6 addresses possible interpretive displays with retrospective materials that detail the history and significance of the Lakeside Car Wash.

O4-5

While we recognize these mitigation measures as useful, the Conservancy believes additional mitigation measures are necessary and could be included in lieu of others to better plan for and protect similar historic resources in the future. Mitigation of this type should be meaningful, including helping to manage future new development through the identification of historic resources and a thoughtful planning process. The Conservancy suggests a mitigation measure be included as a condition for this EIR and any project approval to fund a historic resources survey and context for Mid-Century commercial buildings throughout Burbank. It is the Conservancy’s understanding that there has not been a survey of this type completed to date. As a direct nexus to this project undertaking and a demonstrated need, a historic resources survey and/or context would greatly assist future redevelopment endeavors, by provided a resource that can be easily referenced by city staff and prospective development interests prior to property purchase or contemplation of future development.

**V. The Los Angeles Conservancy requests continued meetings with the project team representatives.**

The Conservancy thanks the Mr. Villa for meeting with the Conservancy in June, and the development team for meeting with us on a number of occasions throughout the public comment period. The Conservancy always strives for win-win, preservation-based outcomes. Where necessary, we also believe meaningful mitigation has an important role to play.

O4-6



## VI. Conclusion

The Conservancy continues to be concerned by the proposed demolition of the Lakeside Car Wash as part of the 3700 Riverside Drive Mixed-Use Project with limited mitigation. The site has been determined eligible for listing on local, state, and national registers. We agree that the property retains a high degree of integrity and successfully conveys its significance as a post-war car wash under Criteria A/1/A and C/3/C. The Conservancy urges the project team include the following in the Final EIR:

1. More meaningful mitigation measures that include the completion of a citywide thematic historic resources survey and context for Mid-Century commercial resources.
2. Further clarity of eligibility following the potential Partial Preservation Alternative.
3. Broadening of Project Objective 10.

O4-7

### **About the Los Angeles Conservancy:**

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or [afine@laconservancy.org](mailto:afine@laconservancy.org) should you have any questions or concerns.

Sincerely,



Adrian Scott Fine  
Senior Director of Advocacy

cc: Modernism Committee, Los Angeles Conservancy





January 12, 2022

**VIA EMAIL:**

Daniel Villa, Senior Planner  
City of Burbank, Planning Division  
150 North Third Street  
Burbank, California 91502  
[dvilla@burbankca.gov](mailto:dvilla@burbankca.gov)

**RE: DEIR Comments on 3700 Riverside Dr. Mixed-Use Project (SCH No. 2021040010)**

Dear Mr. Villa:

On behalf of Jack E. Lewis and the Lewis Family Trust (collectively “**Commenters**”), this office respectfully provides the following comments<sup>1</sup> to the City of Burbank (“**City**”) regarding the Draft Environmental Impact Report (“**DEIR**”)<sup>2</sup> for the proposed demolition of an existing carwash and construction of a seven-story, mixed-use development with 49 condominium units and 2,000 square feet (“**SF**”) of ground-level restaurant/retail (“**Project**”) located on the southwest corner of Riverside Drive and North Hollywood Way intersection (“**Site**”).

O5-1

As discussed in our previous Notice of Preparation (“**NOP**”) comments submitted in April 2021 (DEIR, APP-11.2, PDF p. 18-28), Commenters own the two-story office building immediately south of the Project Site, which is currently occupied by a child daycare center (ground-level) and an advertising company (second level)—both of which are sensitive receptors. Commenters’ NOP comments raised various concerns about the Project, including but not limited to noise, traffic, and historical resources impacts—including the Googie sign currently located near the southeast corner of North Hollywood Way / Riverside Drive intersection. Commenters proposed a Project alternative that would shift the development westward towards Screenland Drive to maintain the historic Googie sign in its current location. Unfortunately, the DEIR rejects this alternative without substantial evidence and in a manner contrary to the California Environmental Quality Act (“**CEQA**”).<sup>3</sup> As discussed below, the western-shift alternative is technically and economically feasible, achieves all Project objectives, and substantially avoids significant historic impacts—which experts can further substantiate if necessary. So too, it would preserve the status quo by maintaining public views of Commenters’ building frontage.

O5-2

We thank the City for the opportunity to provide the following DEIR comments. Commenters reaffirm their desire to work cooperatively with City staff and the Applicant. We respectfully request a meeting as soon as possible to address our concerns.

O5-3

<sup>1</sup> Page citations contained herein are to the page’s stated pagination (referenced herein as “**p. #**”), or to the page’s location in the PDF document (referenced herein as “**PDF p. #**”).

<sup>2</sup> Inclusive of all associated appendices (referenced herein as “**APP-##**”).

<sup>3</sup> Pub. Res. Code § 21000 et seq. and inclusive of 14 Cal. Code. Regs. § 15000 et seq. (“**CEQA Guidelines**”).



## I. THE DEIR'S ALTERNATIVE ANALYSIS IS FUNDAMENTALLY FLAWED

The DEIR improperly rejects the western-shift Project alternative purportedly because it would not avoid or substantially lessen any of the Project's significant effects (see DEIR, [excerpt below]):

"Further, while the intent of this alternative is to reduce environmental impacts, the Westerly Shifted Site Plan Alternative would not avoid or substantially lessen any of the Project's significant effects (i.e., historical) pursuant to CEQA Guidelines Section 15126.6(a). The Lakeside Car Wash building would still be demolished under this alternative and thus, would materially impair the building and cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the CEQA Guidelines, resulting in a significant and unavoidable impact. Similarly, the Westerly Shifted Site Plan Alternative would not avoid or substantially lessen the Project's significant and unavoidable impacts in regard to land use and planning (conflicting with Burbank2035 policies related to historical resources) and aesthetics (conflicting with Burbank2035 policies governing historic scenic resources). As such, the Westerly Shifted Site Plan Alternative was rejected from further analysis in this EIR." (DEIR, pp. 7-9 – 7-10 [emph. added].)

O5-4

First, this DEIR analysis about the western-shift Project alternative is inaccurate and misleading because the DEIR fails to consider the Googie sign independently of the carwash structure. While the sign and structure are original from the 1950s, the sign has not been significantly altered by subsequent development that occurred in the 1960s and 1970s (as is the case with the structure). (See DEIR, APP-11.1B, PDF pp. 47, 53 [Figs. 18 & 24]; see figure on the following page.) Also, the sign is uniquely located close to the North Hollywood Way/Riverside Drive intersection and unblocked by any major structures that would obscure public views. This provides maximum views of the sign by the public in all intersection directions and excellent visual access of this unique historic scenery from the vantage point of the existing carwash structure looking northeasterly. Hence, it is fair to argue that this historic resource's most prominent character-defining feature is the Googie sign in its current location. (Id., at PDF p. 60 ["highly visible freestanding corner sign with Googie elements."].)

Second, relocation of the Googie sign is also a significant impact that must be mitigated and/or avoided. By relocating this sign away from the intersection, the Project substantially reduces the public's visual access to the resources. So too, relocation of the sign fundamentally impacts the historic resource's integrity—particularly its location and relationship to the street and adjacent buildings. (Id. at PDF p. 59.) The impact on the Googie sign, in of itself, is a significant impact on historic resources that a western-shift Project alternative can entirely avoid. This matters to Commenters because, like the public, Commenters have an interest in preserving the City's historic scenery. So too, Commenters are concerned with the Project's massing along the North Hollywood Way that substantially blocks public views of Commenters' building frontage.

O5-5

O5-6

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Third, examining only one partial preservation alternative (i.e., reconstructs a portion of the structure and relocates sign away from the intersection) is manifestly unreasonable and does not provide a reasonable range of alternatives—as required under CEQA.<sup>4</sup> The DEIR admits the structure’s age and poor structural integrity, making relocating the structure less than practical. (See DEIR, p. 7-13.) Additionally, partial reconstruction of the structure would directly frustrate the Project objectives in providing 49 housing units on the Site. Furthermore, the relocation/reconstruction is way more costly than leaving portions of the Site in place—like the Googie sign. This false alternative is basically an expensive, infeasible alternative that skews the comparative costs and benefits of the Project. This is compounded by the DEIR’s failure to consider more than just one historically sensitive project alternative, such as keeping the sign where it is. This is inexcusable given that the impact on the historic sign is significant—in of itself—which can be avoided entirely.

O5-7

Fourth, Commenters’ proposed western-shift Project alternative is feasible, achieves all the Project objectives, and substantially lessens significant impacts—which experts can confirm if necessary. Under CEQA, an EIR must include a reasonable range of alternatives that can be successfully accomplished, attain most of the project’s basic objectives, and achieve the project’s underlying fundamental purpose.<sup>5</sup> Here, this office has consulted with experts to confirm that the western-shift Project alternative is feasible, achieves the Project’s programming (i.e., housing/commercial), provides for adequate circulation, and would substantially lessen significant impacts to the historic Googie sign. This alternate would preserve historic scenery for the public, as well as maintain public views of Commenters’ building frontage along North Hollywood Way. Please consider this alternative.

O5-8

Fifth, the western shift would simplify the Project’s traffic circulation. The Project’s proposed southwestern driveway feeds into a small cut-through alley, which is already very narrow and difficult to transverse. It is already being utilized by cars accessing Commenters’ parking lot and the Warner Brothers parking lot—both accessed via the narrow alley. This circulation issue presents a public safety concern for vehicle/vehicle and vehicle/pedestrian collisions. So too, the A western-shift Project alternative that provides access directly from Screenland Drive would avoid this potential traffic hazard and be far preferable.

O5-9

## II. OTHER CONCERNS REQUIRING ADDITIONAL NOISE AND TRAFFIC MITIGATION

Commenters have other concerns concerning the Project’s construction impacts, such as the assumed 20 dBA noise attenuation and maximum noise levels reaching roughly 68-70 dBA Leq. (See DEIR, APP 11.1G, PDF pp. 18, 20, 22, 24, 26.) So too, Commenters are concerned about the construction activities blocking access to Commenters’ property. As such, Commenters respectively request the following:

O5-10

/ / /

<sup>4</sup> See e.g., *Federation of Hillside & Canyon Associations v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1265; *South of Market Community Action Network v. City and County of San Francisco* (2019) 33 Cal.App.5th 321, 345.

<sup>5</sup> See Pub. Res. Code § 21061.1; see e.g., *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1509 [citing CEQA Guidelines § 15126.6(a) and (f)]; *In re Bay-Delta* (2008) 43 Cal.4th 1143, 1164-1165 [citing CEQA Guidelines § 15124(b)].





- NOI-1 should be amended to include active noise monitoring and protocols to ensure noise levels do not exceed levels anticipated under the DEIR. Such protocol should, at a minimum, specify how equipment and locations are to be employed, the type of alarms triggered when noise levels are exceeded, procedures to ensure immediate stoppage of work, and steps taken before work recommences. Commenters encourage a discussion about this soon.
- TRA-1 should be amended to require flagmen to coordinate on/off-road construction vehicles and equipment as well as ensure all public right of ways are protected and maintained during construction (e.g., including but not limited to access of adjacent sidewalks and public alleyway).

O5-10  
cont'd

O5-11

### III. CONCLUSION

In closing, the DEIR lacks a CEQA-compliant alternative analysis. Commenters also have concerns about mitigating noise and traffic impacts. In particular, we urge the City to reconsider the western shift alternative. Here, the minor redesign proposed by Commenters would not sacrifice a single housing unit and will substantially avoid significant impacts on historic resources. This matters to Commenters because they too have an interest in preserving the City's historic scenery and an interest in preserving public views of its own building. We urge the City and Applicant to reach out to this office so we can work cooperatively here.

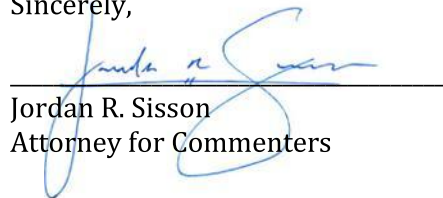
O5-12

Finally, on behalf of Commenters, this office requests, to the extent not already on the notice list, all notices of any public hearing, actions, determinations, approvals, or alike involving the Project's compliance with CEQA and zoning laws. This request is made under state and/or local law requiring local agencies to mail such notices to any person who has filed a written request for them. (See e.g., Pub. Res. Code §§, 21092.2, 21167(f) and Gov. Code § 65092.) Please send notice by electronic and regular mail to Jordan R. Sisson, Esq., 801 S. Grand Avenue, 11th Fl., Los Angeles, CA 90017 ([jordan@gideonlaw.net](mailto:jordan@gideonlaw.net)).

O5-13

Thank you for consideration of these comments. We ask that this letter be placed in the administrative record for the Project. Please do not hesitate to contact this office if you have any questions about this letter or would like to arrange a meeting with staff and/or the Applicant.

Sincerely,



Jordan R. Sisson  
Attorney for Commenters

**From:** [Steffie L](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Thoughts on mixed use at 3700 riverside dr  
**Date:** Saturday, December 11, 2021 11:57:11 PM

---

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, I received the mailed notice of the proposed mixed use development at 3700 Riverside Dr.

I am an apartment resident (for 9 years) on Kenwood St (block over) whose only access to my assigned carport parking is via an alley whose only entrance/exit is on Screenland Dr.

While I appreciate the mix of low income and regular priced housing, publicly accessible open space, and subterranean parking, I am extremely concerned about the increase to traffic in the area if this project continues.

The area of Screenland & Riverside is already home to an on-ramp for the 134 freeway (not to mention the other on ramps nearby) & a gas station (which, off topic, sells racing fuel. No wonder I hear racing cars at night when I didn't used to!). Hollywood Way a block over is a major thoroughfare that leads not only to the airport, but directly to Warner Brothers, not to mention is a main route for those heading "over the hill" via Olive/Barham to get to Hollywood. Already with this amount of traffic, pre-pandemic, it was very difficult to exit the Screenland alley to go to work every morning. A decent chunk of my morning commute was just trying to get on Riverside Drive which can back up to Maple or Pass during the morning rush. (Please know that if any traffic studies were done for this project recently, that the pandemic has decreased things so any study results are not accurate.)

I cannot imagine how much more traffic in this area will increase once 49 condominiums and the mixed use restaurant, etc businesses have been built & are in use! Post pandemic (or as close to back to normal as we can get) I'm sure the majority of those 49 units will also have to leave for work at the same time as those already a part of the crowded morning commute.

I assume that this means commuters will turn to using other side streets (thanks to Waze & other apps) so they can get past this future bottleneck. This would mean more traffic on Kenwood, & Maple as well. These are much more residential streets. Kenwood already has some issues with traffic since restaurant delivery trucks frequent the street in the day. I've seen many close calls out my kitchen window. Adding stressed commuters will only compound this.

I can also imagine such traffic causing issues to the 134 freeway much like the near by Buena Vista on/off ramps by Disney cause slowdown & traffic. Adding traffic to Screenland/Riverside/Hollywood Way will cause traffic at the Hollywood Way off ramps on the 134 freeway which will back up to the freeway & compound the Buena Vista traffic issues.

And while there will be underground parking for the new complex, I'm sure the future 49 residents will have guests as well as proprietors to the new restaurants that will need places to park. While I am among the lucky few to have a carport, there are many residents of the apartments & condos in the neighborhood that do not. Street parking will be at a premium when it is already difficult to find a place to put out trash cans each week! ...but then if traffic is that bad, the restaurants already on Riverside might see a decrease in patrons due to them not wanting to fight the increased traffic.

I don't mind the idea of the development but I am very concerned about the ramifications of that much added traffic to an already busy & important thoroughfare in Burbank.

Thank you for your time & consideration.

I1-1

- Stephanie L.

-

From: [Elaine O'B. Capogeannis](#)  
To: [Villa, Daniel](#)  
Subject: ATTN: Daniel Villa  
Date: Sunday, December 12, 2021 12:05:03 PM

**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.**

Dear City of Burbank Planning Division -

Regarding the Public Notice re: Daniel Villa please record this response and share at the Meeting of the Planning Board on Monday Dec 13, 2021.

I2-1

Going on 22 years now I have had the privilege of living in the same Cordova West Properties building down the street from this Car Wash in question.

If this 6 story condo (with mezzanine) is cleared to replace the Car Wash at 3700 Riverside Drive, the following 3 items should be applied:

1. Nine ("9") out of the 49 condominiums should be set aside for affordable housing units and the very low-income households. Not only "4" as written. In face of the magnitude of hardships since 2007's economic crash, coupled with this Pandemic's financial stranglehold on the nation, and the Warner Brother's studio literally one block away (up and coming actors, writers, directors, crew), 9 condos out of 49 should be set aside for very low-income households to sustain Burbank's history of accessibility.

I2-2

2. "CAR WASH" Sign Preservation. This car wash at 3700 Riverside Drive was established in 1956. The sign itself is a historical monument of Burbank, and should be donated to "The Valley Relics Museum" by San Fernando Valley native Tommy Gelinis, or a like museum, to preserve Burbank's and Americana's History. If you can build a 6 story development of epic proportions you can move that small sign to preserve our Burbank and Americana History. A plaque on the building would also note the history of the spot and new location of that historical sign.

I2-3

3. Work assistance / guidance to assure replacement jobs for current Car Wash employees. The destruction of these car cleaners' and fellow employees' workspace is not of their choosing nor do they receive the financial benefits of this condominium development. This project would leave these Car Wash workers without jobs during financially critical Pandemic times.

I2-4

**Job assistance should be a requisite by this development to make sure all the employees of this Car Wash, including those who manually clean the cars, are assured replacement jobs. This would not only be humane, but it would match Burbank's protocols for employee treatment.**

| 12-4  
cont'd

**Thank you.**

**G/r**

**Elaine O'B Capogeannis**

**818 - 321 - 8480 c**

Verbal Comments Received at Planning Board Meeting – 12/13/21

1. **Shawn Mann** – Member of Local Carpenters Union. Asked that the project be required to hire a local, skilled, and trained workforce. Believe that hiring a local and skilled workforce can positively affect climate mitigation efforts such as air pollutant reductions and reduce transportation and greenhouse gas emission impacts by minimizing vehicle miles traveled.

I3-1

Verbal Comments Received at Planning Board Meeting – 12/13/21

2. **Robin Demel** – Private Resident. Building architecture is out of character. A low percentage of the units will be affordable. To reduce greenhouse gas emissions and encourage commuters to purchase electric vehicles, each unit shall have an electric vehicle charging station. Roof run off would be diverted to raised beds at street level, overflow would then be directed to the storm drains – there is no effort to do waying water recapture. Trees can be changed for other types of trees such as fruit trees. No plans for rooftop solar.
- |  |      |
|--|------|
|  | I4-1 |
|  | I4-2 |
|  | I4-3 |
|  | I4-4 |
|  | I4-5 |
|  | I4-6 |

Verbal Comments Received at Planning Board Meeting – 12/13/21

3. **Joshua Christiansen** – Representative of Southwest Regional Council of Carpenters. Project does not have requirements of local hire. These types of projects usually have labor coming in from Riverside or far away – usually unskilled and with little training. Project should not be approved until local, skilled, and trained workforce requirements are included as part of the Project.

I5-1



ROSEN & BLUMBERG

ATTORNEYS AT LAW

MITCH ROSEN  
DAVID J. BLUMBERG

4405 RIVERSIDE DRIVE, SUITE 100  
TOLUCA LAKE, CA 91505  
TELEPHONE (818) 238-0041  
FACSIMILE (818) 238-0042

MAR VISTA OFFICE  
BY APPOINTMENT ONLY

December 23, 2021

Re: Project No. 19-0001137

3700 Riverside Drive is TOO BIG a project with far too inadequate parking. As envisioned it will decrease the quality of life for all.

I own an apartment building in that very neighborhood (on Pass Ave.). I own my primary residence in Burbank, less than .5 miles, 6 blocks away, for over 20 years and rented in Burbank in that very neighborhood before that. My business has been on Riverside Drive for the last 20 years.

I6-1

Approve this project and everybody else (including me) is going to want the same for their lot. It will fundamentally change the character of the neighborhood into *over built*.

There is an extreme lack of parking. In short. You are allowing the developer to “cash-in” at the expense of all residents. Decreasing the quality of life for those who would actually live and work there. And like I noted, I own a building that would be more valuable by allowing more, but I see the City’s job is to protect the quality of life for all and that good city planning is a long term goal.

I6-2

The city’s job is to protect the quality of life for its residents, not insure a killing on an investment. Please protect the quality of life for those in the neighborhood and do not approve such a large project. Please tie any variances and additional improvements to ensuring adequate parking. Even though going deeper for parking is more expensive.

Very truly yours,

DAVID J. BLUMBERG  
30 YEAR RESIDENT OF BURBANK

DJB/rr

**From:** [Barkev Msrlyan](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Sunday, December 26, 2021 11:52:49 AM

---

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.

Hi Daniel,

My name is Barkev Msrlyan, I'm a product designer and enthusiast for historic signage and architecture. I spend my days off documenting historic Los Angeles and its surrounding cities. Burbank is a beautiful city with lots of history, but like all other cities... it seems to be slowly losing more and more of its history and charm. Removal of historical pieces are impossible to replace. I document these places and share its history and importance to over 140,000 followers online.

Lakeside Car Wash is such a beautiful example of midcentury architecture and design. The storefront, building, signage, typography... all of it really does bring so much charm to the city. It's definitely an eyecatcher! A BEAUTIFUL work of art!

I assumed this Car Wash was declared a landmark, and unfortunately it looks like it's not. Please do not allow demolition of this building to happen. Keep the city beautiful, historic and charming. Why destroy? Preservation is often overlooked, then once the damage is done, it is irreversible. I would be so honored and glad to have such a beautiful sign and storefront in my city! Mid-century architecture and design truly are such an important part of history in design. Not only is there a huge resurface of appreciation of such design... but places are now trying to capture and recreate the midcentury look. Burbank already has it! And it's original and authentic! Please please please do not allow the demolition of this place. Please keep the integrity of Burbank alive.

Thank you for your time,  
Barkev

17-1

**From:** [Enzo Ocon](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Sunday, December 26, 2021 12:44:05 PM

---

**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.**

Dear Senior Planner Villa,

My name is Enzo Ocon and I am a Los Angeles resident who is concerned about the potential destruction of Lakeside Car Wash at 3700 W Riverside Dr. It is scary that there is so much history at risk of being lost forever in LA Country, from this car wash to legacy businesses at Larchmont Village to the rare example of programmatic architecture that is the Chili Bowl in West LA. I feel like everywhere I look businesses and buildings that have been staples of our neighborhoods for decades are being demolished in favor of large boxy overpriced apartment buildings that add nothing to the neighborhood and simply monotonise them and suck every last bit of character, charm, and individuality out of them. Do you really think that in 50 years people are going to look at this proposed development and think, “Wow, I’m sure glad that this totally unique and original looking not at all cookie-cutter building exists!” Or are they going to look back at a picture of the car wash when it was standing and ask, “Damn, how could someone choose to have this piece of beautiful midcentury architecture demolished?”

18-1

I doubt you will even read this email and if you do you probably won’t care. It’s a shame how little people care about history as a whole and don’t realize that by preserving physical items and buildings we are preserving history. This place has been around since 1956! How the hell does that not give its preservation some greater consideration?? I will never in a million years trust a politician to choose the preservation of history and character over profits, but maybe the only solution for that is for me to get more involved in preservation efforts in Los Angeles once I graduate college. Thank you for your time.

Sincerely,  
Enzo Ocon

**From:** [Jordan Koch](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Sunday, December 26, 2021 12:07:04 PM

---

**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 reconsider replacing the iconic Lakeside Car Wash with a cold high-rise complex. Burbank has such incredible charm & personality unlike that of anywhere else in the country, and it's all because of unique architecture and signage like that of Lakeside Car Wash. High-rise buildings and apartment complexes are a dime a dozen and can be built anywhere, and establishments & businesses that are woven into the fabric of our town should not have to disappear because of decisions like this.

I9-1

Thank you for your time.

Jordan Koch

**From:** [katecroley20](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Sunday, December 26, 2021 4:09:42 PM

---

**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.**

Hi, I'm deeply concerned and saddened to hear of the plans to demolish the historic Lakeside Car Wash on Riverside Dr, for boxed condos. This car wash is a surviving example of one of the first of its kind, with a unique coffee shop style/ ranch house facade, Google signage and lettering, and its frozen in time waiting room. After witnessing the horrifying Pig N Whistle destruction, I think it is extra important to voice concern when greedy developers want to destroy the city's visual integrity for profit. The Lakeside Car Wash fits perfectly on Riverside, where Bob's Big Boy and Patys are both tourist and local destinations. Burbank is already getting some Glendale- like developments, like the Whole Foods/apartments that replaced Dimples, still mostly empty high priced units, and the upcoming airport project that will replace Frys. We do not need more units that will sit vacant while a developer destroys our local history. Please help protect our city.

I10-1

Sincerely,  
Kate Croley  
4289 W Sarah St

Sent from my Verizon, Samsung Galaxy smartphone

## COMMENT LETTER I11

**From:** [Pam Clark](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Sunday, December 26, 2021 12:47:34 PM

---

**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 demolish the Lakeside Car Wash. Aside from being a beautiful example of mid-century modern treasure, it is a wonderful car wash! We need to preserve historical and treasured gems like this that remind us of the history and past of Burbank.

| 111-1

Thank you for your time.

Pam Clark

**From:** [Tarah Burnside](#)  
**To:** [Villa, Daniel](#)  
**Subject:** My Concern  
**Date:** Sunday, December 26, 2021 11:50:56 AM

---

**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.**

Mr. Villa ,

I wanted to voice my concern about possible demolition to the many lovely businesses in the city of Burbank that withstand the unique architecture and design since being built in or around the 50's , such as the "Lakeside Car Wash". The fact that Burbank continues to carry so much of this feel is why I am excited to visit each time. I plan to live in Burbank soon after I finish my studies at CSUN this next year.

I grew up in the valley my whole life and lived in the same house in Sherman Oaks. I have a deep love for my hometown and surrounding areas , especially Studio City and North Hollywood , which also carry the retro look. I will always hold it dear to my heart. Thank you for all that you do.

Much respect,  
~ Tarah Burnside ~

--

Sent from Gmail Mobile

I12-1

## COMMENT LETTER I13

**From:** [Carly Crocker](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Carwash  
**Date:** Monday, December 27, 2021 6:51:37 PM

---

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.

Dear Daniel Villa,

I heard that there's danger of Lakeside Carwash being demolished for uncharacteristic eyesore condos. I grew up in Burbank. It holds a special place in my heart because of the CHARACTER. The amount of old buildings that stand strong in Burbank is what makes it unique and nostalgic and beautiful. And if you tear it all down you're destroying the soul of the town. History is important and it's dwindling due to so many poor choices through the years. Please help us save the wondrous charm that is Burbank.

Happy Holidays,  
Carly

I13-1



**From:** [Luke Marek](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside car wash  
**Date:** Monday, December 27, 2021 9:47:17 AM

---

**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.**

Although I understand the great need for housing in the area I'm disgusted by the plans for the lakeside car wash, what offends me the most about these plans is the inclusion of a 50's imitation car wash sign indicating that the developers are aware that they are destroying a local landmark and classic Americana, not to mention I doubt the residences constructed will be affordable to your average citizen.

| I14-1

| I14-2

## COMMENT LETTER I15

**From:** [Home](#)  
**To:** [Villa, Daniel](#)  
**Subject:** 3700 Riverside Project  
**Date:** Saturday, January 08, 2022 1:39:42 PM

---

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.

Well, I guess that the proposed building is ugly isn't a valid objection to a project.

Can you tell me what the criteria for low income units is and how that requirement is enforced?

Thank you.

Regards,  
Bob Olson

I15-1

**From:** [Jessica Forer](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Save the Lakeside Carwash  
**Date:** Tuesday, January 11, 2022 3:37:26 PM

---

**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.**

To whom it may concern,

I am writing to you today to express my concern about the Lakeside Carwash, a carwash I have been going to for years. We don't need yet another luxury condo complex, there are too many as is and all unaffordable for the regular valley Joe. And with only 4 units set aside for "affordable" housing, I'm sure the rates are astronomical anyway. How many units are vacant down the street by Whole Foods? I'd wager a decent amount. I am a follower of the @laconservancy instagram account and I try to stay up to date with what's going on around town. Please keep this carwash, a Riverside institution, and keep its doors open!

I16-1

With gratitude,

--

Jessica

## COMMENT LETTER I17

**From:** [Matthew Buntin](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Riverside Dr. Car Wash  
**Date:** Tuesday, January 11, 2022 4:45:57 PM

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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 let this Burbank icon get demolished. There is absolutely no replacing the feeling of what this building does to the corner and nowhere but Burbank would keep history so clean. This car wash looks purposely kept to maintain the motor era and studio driven city's aesthetic over the demand for more living. This must be kept. It can never be reproduced.

I am a 25 year old fine restaurant manager, history advocate, and Burbank resident.

(530) 913-3054

Sent from my iPhone

I17-1

**From:** [Rita Fabra](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside care wash  
**Date:** Tuesday, January 11, 2022 8:04:13 PM

---

**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 preserve Burbank and old California. Los Angeles is just terrible and greedy when it comes to our architecture. Burbank please don't be City of Los Angeles.

Soon Burbank will have lost all its charm and be nothing different than any other city filled with nothing but minimarts, Starbucks, Verizon's and ugly apartment buildings that are over crowded and look run down and dated in not a historical way.

Thank you.

Rita Fabra  
[818-569-3709](tel:818-569-3709)  
[www.wecaredirect.com](http://www.wecaredirect.com)  
<https://www.facebook.com/wecarecompany>  
Independent Diverse Local Small Business



*Keeping it Green!*

I18-1

## COMMENT LETTER I19

**From:** [Sarah Locke](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Tuesday, January 11, 2022 8:15:30 PM

---

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.

Daniel Villa,

The Lakeside Car Wash is eligible for designation as an historic landmark and I oppose demolition. It is a fine example of the Googie style, a visual anchor for all those who live in and visit your city, and a heritage business. It should not be discarded because of poorly considered development plans. Rehabilitation of resources like this one have proven successful in other cities. Alternately, character-defining features of this property can be integrated into a more sensitive proposal. I urge you to explore solutions that retain the Lakeside Car Wash.

I19-1

Sincerely,  
Sarah Locke

COMMENT LETTER I20

**From:** [Abe Kinney](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside  
**Date:** Tuesday, January 11, 2022 10:00:43 PM

---

**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.**

Mr Villa,

Can we please stop stripping history from our city? The Lakeside Car Wash is the kind of historic architecture that gives this city character. We don't want our city to look like any other city in California. Please help preserve. Please.

I20-1

Thank you,

AK

**From:** [shea sullivan](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Save Lakeside Carwash  
**Date:** Wednesday, January 12, 2022 6:59:53 AM

---

**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 Daniel,

I am voicing my concern over the proposed demolition of the Lakeside Carwash on 3700 Riverside Drive.

The Cultural Resources Assessment determined that it is eligible for local, state, and national designation. Demolishing it when it is clearly historically relevant, and a fixture of Burbank, is a betrayal of the local community.

Furthermore, the people of California and the nation travel to Burbank to experience it's unique culture. Whether it be it be the history of the movie industry, Magnolia Street, or Bob's Big Boy, the charm of the city is Burbank's true strength.

Please, maintain the cultural integrity and history of Burbank.

Do not allow the demolition of the Lakeside Carwash on 3700 Riverside Drive.

Thank you,

Shea Sullivan

I21-1



**From:** [Armond Zakarian](#)  
**To:** [Villa, Daniel](#)  
**Subject:** STOP the Destruction of Burbank  
**Date:** Wednesday, January 12, 2022 8:16:39 AM

---

**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.**

Dear Daniel,

I am writing to you as a very concerned Burbank Resident who has lived here for nearly 30 years. What you are doing to this once great city is appalling. We have witnessed the slow and gradual decline of safety in our beloved city. Stop this affordable housing construction. You are destroying our community. We pay high taxes to live in a safe environment!!!

Your plans to demolish the Lakeside Car Wash and bring affordable housing in is wrong, and should not be allowed.

Best Regards

Armond Zakarian

I22-1

**From:** [Kathy Schoeppner](#)  
**To:** [Villa, Daniel](#)  
**Subject:** Lakeside Car Wash  
**Date:** Wednesday, January 12, 2022 10:42:20 AM

---

**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.**

Hi Daniel,

I'm concerned about the proposed condo project at Riverside and Hollywood Way in Burbank, where Lakeside Car Wash is. I think the site should be preserved or rethought as an alternative project that would keep some of the unique aspects of the building and sign. No one wants to live in a sterile, high density developer land with no charm. I live in a condo down the road, and between it taking a long time in trying to sell it, and the overabundance of condos at Talaria, and an extreme shortage of lower cost housing in the area, I think using this land for more high-end condo development would be a mistake. It also sets up the area for more crime, as individuals target areas of concentrated housing with no areas for business or social meeting nearby. Please reconsider what developers are allowing to happen in this area of Burbank as well as the Rancho. Everything that makes it desirable to live in the area will soon be gone and people won't care to live there anymore. I think even the studios may suffer and take their productions out of state.

I23-1

I23-2

I23-3

I never go to Sunset Strip anymore, case in point. Who cares about hotels and condos. Boring.

I23-4

By the way, some of the developments in Burbank and Toluca Lake are well done. I love the conversion of the High Horse on Riverside and the stores along Magnolia, expanding further towards Noho.

Kathy Schoeppner  
3200 W. Riverside Dr. Unit G  
Burbank, CA 91505

**From:** [Adriene Biondo](#)  
**To:** [Villa, Daniel](#)  
**Cc:** [Adrian Fine](#); [Erik Van Breene](#)  
**Subject:** 3700 Riverside Drive Mixed Use Project  
**Date:** Wednesday, January 12, 2022 12:10:03 PM

**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 am writing with regard to the DEIR for the proposed mixed-use project at 3700 Riverside Drive, current location of the circa 1956 Lakeside Car Wash.

Pursuant to Section 1.6 Summary of Project Alternatives, it seems to me there is still a win-win scenario available that combines the project goals with preservation of the historic resource, environmental considerations, and CEQA.

The adaptive reuse of the Five Points Car Wash in Whittier is an excellent example to consider:

[\[https://www.whittierdailynews.com/2017/12/05/why-an-old-car-wash-is-part-of-60-unit-apartment-project-in-whittier/\]](https://www.whittierdailynews.com/2017/12/05/why-an-old-car-wash-is-part-of-60-unit-apartment-project-in-whittier/)

In the Summary of Evaluation on page 5.1-26, the Lakeside Car Wash was "determined to be eligible for listing in the NRHP, CRHR, and at the local level as a Burbank Historic Resource pursuant to Significance Criterion A/1/A and Criterion C/3/C," and is considered a historical resource pursuant to CEQA.

Demolition of the historic resource as detailed on pages 5.1-27 would clearly fall short of successful "preservation," with documentation and an interpretive display as mitigation setting an extremely poor example for the City of Burbank.

Far from being disposable elements, historic buildings and signs are touchstones that are part of the dynamic core of a city. Finding a way to incorporate and adaptively reuse them is a challenge that needs to be met in the spirit of preserving the past for the future.

I hope that you will do everything in your power to preserve not only Lakeside's Googie neon pylon sign but as much of the original structure as possible.

In today's climate of development, preserving landmarks is more important than ever. Cities have a responsibility to inventory their historic resources and ensure a future where unique architectural buildings like the Lakeside Car Wash will be protected.

Like Burbank's Bob's Big Boy drive-in restaurant, the Lakeside Car Wash, at 64 years old, has a loyal following that holds its mid-century modern architecture, history, and authenticity in high regard and honors America's 20th century car culture -- a postwar history that should not be erased.

Thank you for your consideration.

I24-1

I24-2

Sincerely,

Adriene Biondo  
Friends of the Lakeside Car Wash

Chair Emeritus  
Los Angeles Conservancy  
Modern Committee

**O1. RESPONSES TO COMMENTS FROM SOUTHWEST REGIONAL COUNCIL OF CARPENTERS, DECEMBER 13, 2021.**

- O1-1 This initial comment introduces the Southwest Regional Council of Carpenters (Southwest Carpenters). The commenter states that the Southwest Carpenters reserves the right to supplement these comments at or before hearings on the Project, incorporates by reference all comments raising issues regarding the Draft EIR, and requests notification of all future notices issued under CEQA regarding the Project. This comment is acknowledged and the City will send all future CEQA notices regarding the proposed Project to the Southwest Carpenters.
- O1-2 This comment requests the City require the Applicant to provide additional community benefits, such as local hire and use of a skilled and trained workforce to build the proposed development. The commenter states that local hire and skilled and trained workforce can help reduce environmental impacts associated with worker/vendor trips and vehicular emissions, and provide local economic benefits (i.e., short-term construction jobs for local workers). The commenter also provides examples of other jurisdictions that have adopted local skilled and trained workforce policies and requirements into their general plans and municipal codes (e.g., City of Hayward). Lastly, the commenter states that requiring a skilled and trained workforce would generally help the City mitigate greenhouse gas, air quality, and transportation impacts. This comment does not raise any concerns regarding the information addressed or contained in the Draft EIR. Additionally, the City conducted greenhouse gas (GHG) emissions, air quality and transportation analysis that is included in the Draft EIR and supporting appendices. The Draft EIR did not identify any significant GHG emissions, air quality, or transportation environmental impacts that need to be mitigated. As discussed in CEQA Guidelines Section 15126.4(a)(3), CEQA does not require mitigation measures for effects determined to be less than significant. Given that no significant impacts were identified for these topics, no further mitigation measures are warranted. Further, the requested community benefit is not part of the objective zoning standards, objective general plan standards, and/or objective subdivision standards that were in effect at the time the Project application was deemed complete, and is not applicable to the Project. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration.

It is noted that the commenter submitted a second comment letter (Comment Letter O3) on January 11, 2022 with additional comments on the proposed project. Refer to Responses to Comments O3-1 through O3-13.

**O2. RESPONSES TO COMMENTS FROM FERNANDEÑO TATAVIUM BAND OF MISSION INDIANS, DECEMBER 15, 2021.**

O2-1 In accordance with Assembly Bill (AB) 52, the Fernandeno Tataviam Band of Mission Indians (FTBMI) consulted with the City regarding potential Project impacts on known tribal cultural resources. The commenter states that Mitigation Measures CUL-1 and TCR-1 in the Draft EIR contradict the measures previously agreed upon during consultation and requests the measures be revised to indicate that a tribal monitor from a consulting tribe (specifically, the Gabrieleno Band of Mission Indians – Kizh Nation and FTBMI) be retained to provide monitoring services.

Upon receipt of this comment letter, City staff consulted again with the FTBMI on January 19, 2022 to discuss the issues raised in the comment letter. FTBMI generally requested that the cultural and tribal cultural resource mitigation measures be updated to include:

1. A requirement that the Native American Monitor be selected in consultation with the Consulting Tribes;
2. A requirement that the Archeological Monitor provide a report to the City or Consulting Tribes periodically; and
3. A requirement that the Archeological Monitor consult with the Consulting Tribes in the event a cultural resource is encountered on-site so that the Consulting Tribes can be involved in identifying whether the cultural resource is of Native American origin.

As detailed in the ‘Tribal Cultural Resources’ section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, Mitigation Measure TCR-1 states, “The Native American Monitor shall be a professional qualified in the identification and/or preservation of tribal cultural resources and agreed to by tribe(s) with ancestral ties to the region, in consultation with the Native American Heritage Commission.” Consulting Tribes are identified as “tribe(s) with ancestral ties to the region” within the mitigation measure. Thus, Item 1 has been addressed in the Draft EIR.

Similarly, as detailed in the ‘Cultural Resources’ section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, Mitigation Measure CUL-2 requires the Archaeological Monitor to maintain weekly communication with the consulting tribal groups regarding the Project schedule and when requested, share any and all monitoring logs. Thus, Item 2 has been addressed in the Draft EIR.

In response to Item 3, Mitigation Measure CUL-3 has been revised as shown below and in Section 3.0, *Errata*, of this Final IS/MND.

**Draft EIR Section 8.0, *Effects Found Not To Be Significant*, page 8-24**

CUL-3	If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and the Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall evaluate the find. <u>The City of Burbank Community Development Department’s Planning Division shall immediately notify native tribe(s) that have ancestral ties to the region, including the Gabrieleno Band of Mission Indians Kizh Nation, the Fernandeno Tataviam</u>
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Band of Mission Indians, and any other tribe with ancestral ties to the region, as established by the Native American Heritage Commission, to evaluate whether the find is of Native American origin.

If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be significant under CEQA, such that the discovery proves to be eligible for the CRHR and cannot be avoided by the Project, additional work such as data recovery, excavation, and archaeological mitigation may be warranted to mitigate any significant impacts.

In the event that an identified cultural resource is of Native American origin, ~~the Archaeological Monitor shall immediately notify~~ the City of Burbank Community Development Department's Planning Division ~~to~~ shall implement Native American consultation procedures. Following the discovery, Native American monitoring as described in Mitigation Measure TCR-1 shall be implemented.

These clarifications and modifications are not considered to result in any new or substantially greater significant impacts as compared to those identified in the Draft EIR.

**O3. RESPONSES TO COMMENTS FROM SOUTHWEST REGIONAL COUNCIL OF CARPENTERS, JANUARY 11, 2022.**

O3-1 Refer to Response to Comment O1-1.

O3-2 Refer to Response to Comment O1-2.

O3-3 The commenter suggests that the City should require the Project be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State's environmental goals. As detailed in the 'Greenhouse Gas Emissions' and 'Energy' sections of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, the Project is required to comply with the 2019 Title 24 Building Energy Efficiency Standards (2019 Title 24 Standards) and 2019 CALGreen Code and would result in less than significant impacts with regards to greenhouse gas (GHG) emissions and energy. Thus, under CEQA, the Project is not required to exceed applicable standards to mitigate any potentially significant impacts, since impacts in this regard are less than significant.

O3-4 The commenter provides a general background on CEQA and the purpose of EIRs. This comment does not concern any specific environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is necessary. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration.

O3-5 The commenter raises concerns regarding the COVID-19 crisis and the potential for Project-related construction activities to create a public health risk for construction workers. The commenter recommends the City incorporate additional mitigation measures to mitigate the Project's public health risk pursuant to CEQA Guidelines Section 15065(a)(4). The commenter provides potential mitigation, including safe construction site design, testing procedures, response plans, and worker safety training to reduce COVID-19 risk.

Effects of the environment on a project are not subject to CEQA review (Public Resources Code Sections 21065 and 21068). CEQA is generally not concerned with the effect the existing environment might have on proposed projects, and such effects are not treated as changes in the physical environment (*California Bldg. Indus. Assn. v. Bay Area Air Quality Mgmt. Dist.*, 62 Cal. 4th 369, 378 (2015)). (CEQA does not require analysis of impact that existing environmental conditions might have on project, its residents, or its users, except when required by specific statutory exception). Therefore, the City does not have to analyze the impact of COVID-19, an existing condition, on the proposed Project. Moreover, in the absence of any applicable methodology, such an analysis would be speculative. Therefore, none of the proposed measures are warranted.

Nonetheless, the City recognizes the unprecedented nature of COVID-19 and the potential public health impacts associated with it. Any projects being constructed during this time would be required to adhere to the Center for Disease Control and Prevention's (CDC) workplace guidelines for construction workers, including the Construction COVID-19 Checklist for Employers and Employees. Adherence to these measures would ensure that potential health impacts are minimized during construction. Furthermore, any projects being developed are



required to adhere to the City and County of Los Angeles workplace guidelines at the time of ground breaking. This comment is noted, and will be presented to the decision makers for their review and consideration.

- O3-6 The commenter generally states that substantial evidence is required to support findings made in EIRs, but does not identify a specific environmental issue or information addressed or contained in the Draft EIR. Draft EIR Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential Project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts, if any. The findings presented in the Draft EIR are supported by substantial evidence, as cited throughout the EIR, provided in Draft EIR Section 10.0, *Bibliography*, and appended to the Draft EIR (Appendices 11.1, 11.1A through 11.1I, and 11.2). Last, the Draft EIR does not rely on regulatory compliance alone to mitigate potentially significant impacts from the Project. As many existing Federal, State, and local laws and regulations reduce environmental impacts, such laws and regulations are discussed, as relevant, in the Draft EIR. If impacts remain potentially significant after implementation of existing laws and regulations, reasonable/feasible mitigation measures are then recommended to reduce such impacts to the extent feasible. Such mitigation measures are documented throughout Draft EIR Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*. Refer to specific responses to concerns identified in Response to Comments O3-7 through O3-10.
- O3-7 The commenter claims that the Draft EIR does not provide substantial evidence to prove that the proposed Project is screened out of vehicle miles traveled (VMT) analysis based on the assumption that the site is within a High Quality Transit Corridor (HQTC). The commenter requests clarification regarding whether the site is still currently within a High Quality Transit Corridor (HQTC) with bus service headways every 15 minutes or less during peak hours during the COVID-19 pandemic. As detailed in the ‘Transportation’ section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, a HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours. At the time the Draft EIR was prepared (November 2021), the Burbank Bus Green Route (NoHo-Media District route), Burbank Bus Pink Route, and Metro Line 501 Route provided bus service within a 0.5-mile radius of the Project site with peak hour headways of 15 minutes or less (as documented in Draft EIR Appendix 11.1H, *Transportation Analysis Memo*). At the time of preparation of this Final EIR, the Burbank Bus Pink Route continues to provide service within 0.5-mile radius of the Project site with peak hour headways of 15 minutes. As such, the Project site is still within a HQTC and is screened out of VMT analysis. Further, it is anticipated that the headways for all bus routes would return to pre-COVID-19 conditions in the future, which would exceed the existing 15 minute headways.
- O3-8 The commenter claims that the Draft EIR omits analysis of Project consistency with the *Burbank2035 General Plan* (Burbank2035), the City’s Regional Housing Needs Assessment (RHNA) targets, and applicable Sustainable Community Strategy and Regional Transportation Plan policies.

With regards to Project consistency analysis with Burbank2035 and the City’s RHNA requirements, Draft EIR Table 5.1-1, *Burbank2035 General Plan Consistency Analysis*, analyzes the Project’s consistency with applicable Burbank2035 policies, including those related to the

City's RHNA requirements (Housing Element Policy 3.1 and Land Use Element Policy 5.3). Additionally, it should be noted that Project Objective 2 is to: Help meet Citywide housing demand, increase homeownership opportunities, and address Regional Housing Needs Assessment (RHNA) requirements through the provision of new, for sale quality living options in the City.

The Southern California Association of Governments' (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) establishes growth projections and land use planning strategies based on information from local general plans, such as Burbank2035. Given that the proposed Project is consistent with the site's land use designation and zoning, buildout of the site as proposed has been contemplated as part of Burbank2035 buildout and thus, also considered within the 2020-2045 RTP/SCS growth projections and land use planning strategies. Further, SCAG's Intergovernmental Review Section focuses on consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Section 15206. The Project is not considered regionally significant as it would not meet the criteria identified in CEQA Guidelines Section 15206. Thus, no Project consistency analysis with the 2020-2045 RTP/SCS is required in the Draft EIR from a land use and planning standpoint. Nevertheless, Draft EIR Table 8-9, *Consistency with the 2020-2045 RTP/SCS*, includes an analysis of the Project's consistency with the 2020-2045 RTP/SCS from a GHG reduction standpoint.

- O3-9 The commenter claims that the Draft EIR fails to support its findings that construction-related noise impacts would be reduced to less than significant levels with implementation of Mitigation Measure NOI-1. The commenter is specifically concerned about construction noise impacts on sensitive receptors at the daycare center to the south of the site and at nearby residences. As discussed in the 'Noise' section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, and detailed in Table 8-13, *Construction Noise Levels at Adjacent Sensitive Receptor*, Mitigation Measure NOI-1 would reduce construction noise levels below the construction noise threshold at the nearest sensitive receptor (i.e., Bright Horizons Daycare Center). Further, the Draft EIR presents a conservative construction noise analysis as the estimated noise levels shown in Table 8-13 were calculated for a scenario in which all heavy construction equipment were assumed to operate simultaneously and be located at the construction area nearest to the affected receptor. In reality, construction equipment would be used throughout the Project site and would not be concentrated at the point closest to the nearest sensitive receptor for extended periods of time. As such, construction noise levels presented in Table 8-13 are conservative and do not represent anticipated noise levels during realistic construction activities. Mitigation Measure NOI-1 requires noise reduction measures, including a temporary noise barrier with a sound transmission class (STC) of 20 or greater in accordance with American Society for Testing and Materials Test Method E90. Therefore, Mitigation Measure NOI-1 ensures the selected noise barrier would reduce noise levels by 20 dBA.

It should be noted that the nearest sensitive receptor (i.e., Bright Horizons Daycare Center) was analyzed in the Draft EIR as the worst-case scenario. All other sensitive receptors, including residential uses, are located further than 250 feet from the Project site. Notwithstanding, the nearest residential use is located approximately 260 feet to the southwest of the Project site. Not accounting for attenuation from temporary noise barriers specified in Mitigation Measure NOI-1, construction noise levels would reach a maximum of 67.3 dBA

$L_{eq}$  at 260 feet. Therefore, unmitigated construction noise levels at the nearest residential use would not exceed the construction noise threshold of 71.5 dBA  $L_{eq}$ .

Additionally, as detailed in the 'Noise' section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, in order to ensure that noise generated during construction of the Project would be lessened to the furthest extent possible, the Project would be required to demonstrate compliance with the following noise reduction measures as a Project Condition of Approval:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- A sign, legible at a distance of 50 feet from the property line shall also be posted at the Project construction site. All notices and signs shall be reviewed and approved by the City of Burbank Community Development Department's Planning Division, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- The Project Applicant shall provide, to the satisfaction of the City of Burbank Community Development Department's Planning Division, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Burbank Community Development Department's Planning Division. All signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible. Haul routes shall be reviewed and approved by the City's Building Official and City Engineer.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

- Per *Burbank Municipal Code* (BMC) Section 9-1-1-105.10, construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and from 8:00 a.m. to 5:00 p.m. on Saturday. No construction is permitted on Sundays or major holidays.

O3-10 The commenter claims that the Draft EIR fails to show consistency with the *Burbank2035 Greenhouse Gas Reduction Plan* (GGRP), including features or measures required to meet the renewable energy requirements and energy efficiency standards under the 2019 Title 24 Standards. As noted in the ‘Greenhouse Gas Emissions’ section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, “The GGRP is not a qualified GHG reduction plan under CEQA that the Project could tier the analysis of GHG emissions from, and City has not yet adopted such a plan. Therefore, the Project’s consistency with the GGRP has been included for informational purposes only.” Consistency with the GGRP is discussed in Draft EIR Table 8-8, *Consistency with the City’s Greenhouse Gas Reduction Plan*. Similar to other development projects within the City, compliance with applicable GGRP measures is required as conditions of approval. Thus, the Project would be required to comply with 2019 Title 24 Standards and applicable measures in the GGRP.

It should be noted that the Draft EIR also includes an analysis of Project consistency with other applicable GHG reduction plans, including SCAG’s 2020-2045 RTP/SCS and the California Air Resources Board’s *2017 Scoping Plan*; refer to Draft EIR Table 8-9, *Consistency with the 2020-2045 RTP/SCS*, and Table 8-10, *Consistency with the 2017 Scoping Plan*. The plan consistency analyses provided in the Draft EIR demonstrate that the Project complies with, or exceeds, the plans, policies, regulations, and GHG reduction actions/strategies outlined in the GGRP, 2020-2045 RTP/SCS, and *2017 Scoping Plan*. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant in this regard.

O3-11 The commenter provides a general background on State planning and zoning laws and states that projects cannot conflict with the applicable jurisdictions’ general plan and zoning code. This comment does not raise any concerns regarding environmental issue or information addressed or contained in the Draft EIR. However, it should be noted that the Draft EIR analyzes the Project’s consistency with applicable land use plan, policies, and programs, including Burbank2035, the Media District Specific Plan, and applicable BMC development standards; refer to Draft EIR Table 5.1-1, *Burbank2035 General Plan Consistency Analysis*, Table 5.1-2, *Media District Specific Plan Riverside Drive Corridor Consistency Analysis*, and Table 5.1-3, *Media District Specific Plan and Municipal Code Consistency Analysis*. As analyzed, the Project would comply with applicable Burbank2035 policies, Media District Specific Plan policies, and BMC development standards with the exception of Burbank2035 policies related to the preservation of historic resources within Burbank. As such, the Draft EIR includes mitigation measures to reduce the Project’s impacts on historical resources (i.e., the Lakeside Car Wash) to the extent feasible and concludes significant and unavoidable impacts in this regard. Although the Lakeside Car Wash would be demolished as part of the Project (and result in a significant and unavoidable historical resource impact), the proposed mixed-use development would be consistent with the character of the City’s Media District, which is intended to be a regional employment center comprised of a variety of media-oriented and commercial uses while providing new opportunities for infill mixed-use development that also provide opportunities for new housing in close proximity to the regional employment center.

- O3-12 The commenter claims the Draft EIR fails to analyze consistency with Project-specific requirements of the 2020-2045 RTP/SCS to reduce VMT and GHG emissions. Specifically, the commenter notes per capita GHG emissions and daily per capita VMT benchmarks in the SCAG region. The South Coast Air Quality Management District has not adopted per capita GHG or VMT thresholds. The per capita GHG threshold identified in the 2020-2045 RTP/SCS is not applicable to an individual land use project, as it is intended as a way to target GHG reductions for a broad planning area over an extended period of time through the implementation of various transportation, land use, and housing strategies. These targets are designed to account for continued regional growth and implementation of local general plans, recognizing that there could be considerable variations in per capita metrics if applied to a single land use project. Nevertheless, it should be noted that Draft EIR Table 8-9, *Consistency with the 2020-2045 RTP/SCS*, includes an analysis of the Project's consistency with the 2020-2045 RTP/SCS from a project-level GHG reduction standpoint. As analyzed, the Project would be consistent with the five GHG emissions reduction strategies in the 2020-2045 RTP/SCS with regards to focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a green region.
- O3-13 The commenter requests that the City revise and recirculate the Draft EIR to address the issues raised in the comment letter. CEQA Guidelines Section 15088.5 requires a Lead Agency 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. 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." This comment letter and responses to the comments in this letter do not identify any significant new information requiring recirculation pursuant to CEQA Guidelines Section 15088.5. As such, recirculation of the Draft EIR is not required.

**O4. RESPONSES TO COMMENTS FROM LOS ANGELES CONSERVANCY, JANUARY 12, 2022.**

- O4-1 The commenter provides a summary of the proposed Project description and acknowledgement of previous meetings between the Los Angeles Conservancy (Conservancy), City, and Applicant regarding the proposed Project. Refer to the Responses to Comments O4-2 through O4-7 for specific comments/responses to this letter.
- O4-2 The commenter identifies the existing Lakeside Car Wash on-site as historic resource and concurs with the Draft EIR in its conclusion that the Lakeside Car Wash is eligible for designation at the local, State, and national levels under Criteria A/1/A and C/3/C as it represents Burbank's Post-War development and auto-centric architecture. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR.
- O4-3 Project Objective 10 in the Draft EIR states the following: "Facilitate preservation of the existing freestanding pylon sign through on-site relocation, as well as preserve the history of the site's operation as a car wash by inclusion of historical records and photographs within the Project's common areas." The commenter claims the objective leads the Project and limits the potential for more extensive preservation-based alternatives and outcomes. The commenter also states that the City should revise the objective to be more inclusive of preservation in general, not singularly focused on the pylon sign given that the sign itself is not the sole historic resource on-site.

While the objective specifically identifies preservation of the freestanding pylon sign on-site, the objective also aims to preserve the history of the site's operation as a car wash with historical records and photographs within the Project's publicly accessible open space area. Section 5.1, *Historical Resources*, of the Draft EIR, identifies the entire Lakeside Car Wash as eligible for listing at the local, State, and national level and thus, does not singularly focus on the pylon sign as a historic resource. Further, Draft EIR Section 7.0, *Alternatives to the Proposed Project*, evaluates a number of potential alternatives to the proposed Project that could preserve the historic Lakeside Car Wash either entirely or partially, including the "Relocate Off-Site" Alternative, "Relocate On-Site/Full Preservation" Alternative, "Preserve in Place" Alternative, "Reduced Development" Alternative, and "Partial Preservation" Alternative. Thus, while Project Objective 10 does identify the pylon sign for on-site preservation, this objective does not preclude the Draft EIR from evaluating a comprehensive range of reasonable and feasible Project alternatives that either entirely or partially preserve the Lakeside Car Wash.

- O4-4 The commenter cites several references with regards to required alternatives analysis under CEQA and appreciates the Draft EIR's inclusion of a Partial Preservation Alternative, which has also been deemed the environmentally superior alternative. The commenter concurs with the Draft EIR discussion stating that this alternative may be difficult to implement and may require reconstruction of the car wash building rather than a relocation of the original building on-site. The commenter questions whether any additional analysis has been conducted to evaluate whether the reconstructed building would retain historic eligibility on the local, State, and national levels. As stated in Draft EIR Section 7.4.2, *"Partial Preservation" Alternative*, the alternative would relocate and reconstruct the car wash building to the northeast corner of the

site (adjacent to the Riverside Drive and North Hollywood Way intersection) and construct a mixed-use development on-site as an L-shaped building wrapped around the car wash building. The alternative would replicate the original building's major character defining features (CDFs) as part of the reconstructed building and as much of the salvageable original features (e.g., walls/roof, rock planters, façade, and signage). The Partial Preservation Alternative would achieve some Project objectives and some to a lesser degree than the Project. However, many of the basic Project objectives would still not be met. As such, no additional analysis is required regarding the historic significance of the reconstructed building.

- O4-5 The commenter summarizes the mitigation measures included in the Draft EIR specific to reducing impacts to historic resources (Mitigation Measures CUL-5 and CUL-6). The Conservancy acknowledges the mitigation measures and requests additional measures be included to better plan for and protect similar historic resources in the future. The Conservancy suggests a mitigation measure be included in the EIR and any Project approval to fund a historic resources survey and context report for Mid-Century commercial buildings throughout Burbank. While conducting a historic resources survey for buildings throughout the City would assist City staff in the review of future redevelopment projects in Burbank, there must be an essential nexus between the mitigation measure and the Project's potential impacts. The Project's potential impacts on historical resources are related to the demolition of the Lakeside Car Wash and thus, the required mitigation under CEQA must have a nexus to the Project's impact on the on-site historical resource. As such, Mitigation Measure CUL-5 requires documentation of the Lakeside Car Wash with high resolution digital photographic recordation, a historic narrative report, and compilation of historic research, and Mitigation Measure CUL-6 requires installation of a retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features in the proposed publicly accessible open space area. Requiring additional mitigation for the Applicant to fund a Citywide historic resources survey of existing Mid-Century commercial buildings throughout Burbank would not meet the appropriate nexus and rough proportionality standards established by case law (*Nollan v. California Coastal Commission*, (1987) 483 U.S. 825, *Dolan v. City of Tigard*, (1994) 512 U.S. 374, *Ehrlich v. City of Culver City*, (1996) 12 Cal. 4th 854.).
- O4-6 The Conservancy appreciates the ongoing consultation meetings with the City and Applicant regarding the proposed Project and requests continued meetings with the Project team representatives. This comment is acknowledged and no further response is required.
- O4-7 This concluding comment summarizes the Conservancy's concerns regarding the Draft EIR, including: 1) providing an additional mitigation measure that funds a Citywide thematic historic resources survey and context for Mid-Century commercial resources, 2) providing clarity of historic eligibility of the Partial Preservation Alternative, and 3) broadening of Project Objective 10. Refer to Responses to Comments O4-5, O4-4, and O4-3, respectively.

The commenter also provides a brief description of the Conservancy and contact information. This comment is acknowledged and no further response is required.

## **O5. RESPONSES TO COMMENTS FROM GK LAW, JANUARY 12, 2022.**

- O5-1 This introductory comment provides a brief summary of the Project description. No further response is required.
- O5-2 The commenter owns the two-story office building adjacent to the Project site's southern boundary. This comment summarizes concerns raised in a previous comment letter (dated April 2021), that was submitted by the commenter during the public review period of the Project's Notice of Preparation. Environmental concerns raised in the previous letter included impacts related to noise, traffic, and historical resources. Potential Project impacts related to noise, traffic, and historical resources are evaluated in the Draft EIR in the 'Noise' and 'Transportation' sections of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, and Draft EIR Section 5.1, *Historical Resources*, respectively. Based on the conclusions of the EIR, the Project would result in less than significant impacts pertaining to noise and traffic with the incorporation of recommended mitigation measures. The Project would result in significant and unavoidable impacts to historical resources.

In the previous comment letter (submitted as part of the NOP process), the commenter requested a project alternative be evaluated that shifts the proposed development westward towards Screenland Drive with the intent to reduce potential impacts pertaining to construction noise and aesthetics to the office building south of the Project site. In response to the previous comment letter, the Draft EIR included an analysis of a "Westerly Shifted Site Plan" Alternative in the Section 7.0, *Alternatives to the Proposed Project*, of the Draft EIR. The Draft EIR found that shifting the building westward by approximately 58 feet would not result in a substantial change in construction noise to the adjacent commercial building (Draft EIR page 7-9). Similar to the Project, construction noise would be mitigated to less than significant levels with implementation of Mitigation Measure NOI-1. Regarding aesthetics and pursuant to the 'Visual and Aesthetic Resources' section in Burbank2035 Open Space and Conservation Element (page 6-15), scenic views/vistas are intended to be public vantage points (not private views) of particular visual resources identified by the City. Views of the existing office building frontage is not identified as a scenic view or vista within Burbank. The Project's less than significant impacts related to scenic vistas and corridors in the Project area would be similar in its currently proposed location on-site and if it was shifted approximately 58 feet to the west (Draft EIR page 7-9). Thus, the Project would result in less than significant impacts related to scenic vistas and corridors in the Project area.

While the intent of this alternative is to reduce environmental impacts, the Westerly Shifted Site Plan Alternative would not avoid or substantially lessen any of the Project's significant effects (i.e., historical) pursuant to CEQA Guidelines Section 15126.6(a). The Lakeside Car Wash building would still be demolished under this alternative and thus, would materially impair the building and cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the *CEQA Guidelines*, resulting in a significant and unavoidable impact. Similarly, the Westerly Shifted Site Plan Alternative would not avoid or substantially lessen the Project's significant and unavoidable impacts in regard to land use and planning (conflicting with Burbank2035 policies related to historical resources) and aesthetics (conflicting with Burbank2035 policies governing historic scenic resources). As such, the Westerly Shifted Site Plan Alternative was rejected from further analysis in this EIR.



Pursuant to CEQA Guidelines Section 15126.6, an EIR is required to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. As such, consideration to avoid such less than significant aesthetic impacts is unwarranted.

- O5-3 The commenter appreciates the opportunity to comment on the proposed Project and requests a meeting with City staff and the Applicant to address the commenter's concerns. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration.
- O5-4 The commenter claims that the Draft EIR's conclusion that the "Westerly Shifted Site Plan" Alternative would still result in a significant and unavoidable impact on a historical resource (i.e., the Lakeside Car Wash) is misleading and inaccurate. The commenter states that the sign is the most prominent character defining feature (CDF) of the Lakeside Car Wash and should be evaluated independently of the car wash structure. As analyzed in Draft EIR Section 5.1, *Historical Resources*, the property's representation of the post-war development and its significant architectural elements are shown through a number of CDFs beyond the pylon sign at the corner of the property. Further, given the subjective nature of architectural themes and styles in history, the Draft EIR acknowledges that there may be varying opinions from historians and technical experts regarding specific years for periods of significance and varying determinations on the historical significance of resources and their associated CDFs. Certain elements of the property (e.g., the freestanding pylon sign) can also be evaluated individually rather than as a single resource and have differing historical evaluations. However, as stated above, the car wash building and pylon sign were originally constructed in 1956, within the City identified periods of significance. Further, the Lakeside Car Wash was recorded on a California DPR 523 series form in accordance with the guidance of the California Office of Historic Preservation, which recommends small, simple groupings of resources be recorded as an individual historical resource, and evaluated as such. Therefore, the property, including the car wash building, rear structure, free-standing sign, and rock planter were recorded as a single resource. Although BMC Section 10-1-938 has provisions for the designation of historic signs, this does not preclude the inclusion of signs for consideration as part of a larger property's historical resource eligibility. As such, the City determined that the property, inclusive of the pylon sign, is considered a historical resource pursuant to CEQA.

It should also be noted that the pylon sign is identified as one of the many CDFs associated with the Lakeside Car Wash and the Project proposes to mitigate its impacts to the historic resource by relocating the pylon sign to the publicly accessible open space area and installing an interpretive display that details the history of the Lakeside Car Wash that complements the relocated sign (Mitigation Measure CUL-6).

However, the conclusion that the "Westerly Shifted Site Plan" Alternative would still result in a significant and unavoidable impact to a historical resource would remain given that the Lakeside Car Wash would still be demolished under this alternative regardless of whether the

pylon sign is preserved in its existing location or relocated to the publicly accessible open space area.

- O5-5 The commenter states that relocation of the Google pylon sign as part of the proposed Project is considered a significant impact under CEQA that must be mitigated and/or avoided and thus, states that the preservation of the pylon sign in its current location under the “Westerly Shifted Site Plan” Alternative would avoid the significant impact on the historic sign. As stated in Response to Comment O5-4, the Draft EIR acknowledges that there may be varying opinions from historians and technical experts regarding the historic significance of the property and that certain elements of the property (e.g., the freestanding pylon sign) can also be evaluated individually rather than as a single resource and have differing historical evaluations. However, based on the substantial evidence included as part of the Draft EIR, in addition to consultation with the Los Angeles Conservancy, the City has determined that the property, inclusive of the freestanding sign, is considered a historical resource pursuant to CEQA. Thus, the proposed Project’s significant and unavoidable impact is to the entire Lakeside Car Wash property, inclusive of the freestanding pylon sign. While it is acknowledged that the sign would be preserved on-site under the “Westerly Shifted Site Plan” Alternative, the significant and unavoidable impact to the Lakeside Car Wash would remain.
- O5-6 Refer to Response to Comment O5-2 regarding public views. Furthermore, with the waivers requested pursuant California Government Code Sections 65915 – 65918 (the California Density Bonus Law), the proposed Project is complying with all applicable objective development standards. The BMC does not include objective development standards that apply to the proposed Project, which protect the views of surrounding properties. It is also acknowledged that the proposed Project provides an approximately 16-foot average setback along the eastern property boundary that ranges between 6-feet 4-inches and 18-feet 4-inches, with an additional and approximately 15-foot-wide sidewalk that includes a 5-foot wide dedication of private property. As a result, an approximately 21-foot-wide visibility corridor is available from the commenter’s property. The only Project-related obstruction within this view corridor is an open stairwell with glass guardrails from ground floor to second floor in the southeast corner of the site.

Additionally, Draft EIR Table 5.1-3, *Media District Specific Plan and Municipal Code Consistency Analysis*, and Table 5.1-4, *Municipal Code Governing Scenic Quality Consistency Analysis*, evaluates the proposed development with applicable Media District Specific Plan and BMC development standards, including those related to massing. Based on the analysis, the Project would be consistent with applicable Media District Specific Plan and BMC development standards.

- O5-7 Refer to Responses to Comments O5-4 and O5-5 regarding the consideration of the Lakeside Car Wash property, inclusive of the pylon sign, as one historical resource under CEQA.

The commenter also claims that examining only one partial preservation alternative in the Draft EIR is unreasonable and does not provide a reasonable range of alternatives under CEQA. The commenter states that another Project alternative that preserves the pylon sign in place should be analyzed as it would reduce the Project’s significant and unavoidable impact to the pylon sign. As stated in CEQA Guidelines Section 15126.6(a), “an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range

of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.” Additionally, as further described in CEQA Guidelines Section 15126.6(c), “the range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects...Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:(i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.”

As analyzed in Draft EIR Section 7.3.6, “*Westerly Shifted Site Plan*” Alternative, while the intent of this alternative is to reduce environmental impacts, this alternative would not avoid or substantially lessen any of the Project’s significant effects (i.e., historical resources) pursuant to CEQA Guidelines Section 15126.6(a). Regardless of whether the pylon sign is relocated to the northwest corner of the site (as proposed by the Project) or remains in its current location (as proposed under this alternative), the Lakeside Car Wash would still be demolished under this alternative and thus, would materially impair the building and cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the CEQA Guidelines, resulting in a significant and unavoidable impact. Similarly, this alternative would not avoid or substantially lessen the Project’s significant and unavoidable impacts in regard to land use and planning (conflicting with Burbank2035 policies related to historical resources) and aesthetics (conflicting with Burbank2035 policies governing historic scenic resources). Thus, this alternative was rejected from further analysis in the Draft EIR.

Additionally, it should be noted that the Draft EIR does not only consider one partial preservation alternative. Draft EIR Section 7.0, *Alternatives to the Proposed Project*, considers a number of potential alternatives to the proposed Project that could preserve the historic Lakeside Car Wash either entirely or partially, including the “Relocate Off-Site” Alternative, “Relocate On-Site/Full Preservation” Alternative, “Preserve in Place” Alternative, “Reduced Development” Alternative, and “Partial Preservation” Alternative. All of these alternatives would preserve the pylon sign in its current place with the exception of the “Partial Preservation” Alternative, which would slightly shift the pylon sign inward from the existing right-of-way to provide the City-required wider setback. However, as analyzed in the Draft EIR, all of the alternatives that were considered and analyzed either would not reduce the Project’s significant and unavoidable impact on the Lakeside Car Wash or would not meet most of the basic Project objectives. Additionally, other infeasibility issues were also identified for some alternatives. Specifically, the existing Lakeside Car Wash building is in poor and deteriorated condition and it was determined that further damage would occur if the building was moved under the “Relocate Off-Site” Alternative and “Relocate On-Site/Full Preservation” Alternative. Further, the “Preserve in Place” Alternative would result in the loss of site-specific CDFs of the existing property (e.g., paved area surrounding the car wash building and building setback would be eliminated, car wash building would be blocked from public views).

- O5-8 The commenter claims that the “Westerly Shifted Site Plan” Alternative feasibly achieves all the Project objectives and substantially lessens significant impacts.

With regards to achieving the Project objectives, it should be emphasized that CEQA Guidelines Section 15126.6(f) states that “alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.” Therefore, developing alternatives to analyze in the Draft EIR begins with identifying those that would avoid or substantially lessen any of the Project’s significant effects. The fact that an alternative can achieve the Project’s objectives is not the only criteria utilized in identifying alternatives to fully analyze in the Draft EIR.

Nonetheless, the “Westerly Shifted Site Plan” Alternative would also not achieve all the Project objectives to the extent of the proposed Project. Shifting the proposed mixed-use building west towards Screenland Drive would eliminate the proposed publicly accessible open space area at the corner of Riverside Drive and Screenland Drive and would not be able to meet Project Objectives 3 and 6 to the extent of the proposed Project. Specifically, the “Westerly Shifted Site Plan” Alternative would move the primary pedestrian entry to the proposed building to the corner of Riverside Drive and Screenland Drive, where the entrance to the publicly accessible open space is located under the proposed Project. While the space between North Hollywood Way and the proposed building could be landscaped under this alternative, this area is not as well suited as a publicly accessible open space area because of the adjoining major roadway (North Hollywood Way) with high noise and traffic volumes. As currently proposed, the publicly accessible open space would be located adjacent to Screenland Drive with available street parking and would be closer to nearby residential uses on Kenwood Street.

Further, if the publicly accessible open space area was moved to the eastern portion of the Project site, the area would be reduced in size. The curvature of the proposed southwestern residential driveway access ramp provides the space to extend the footprint of the publicly accessible open space area to the south, as shown on Draft EIR Exhibit 3-4b, *Floor Plan – Ground Floor*. No comparable area exists on the eastern portion of the site due to the proposed ground-level ingress/egress driveway off of North Hollywood Way – the publicly accessible open space area would not expand past the driveway providing access to the ground level parking garage.

With regards to this alternative substantially lessening the Project’s significant impacts, refer to Responses to Comments O5-4, O5-5, and O5-7. The Project’s significant and unavoidable impacts to historical resources (i.e., the Lakeside Car Wash), land use and planning (conflicting with Burbank2035 policies related to historical resources), and aesthetics (conflicting with Burbank2035 policies governing historic scenic resources) would still occur under this alternative.

The comment also states that the “Westerly Shifted Site Plan” Alternative would preserve the historic scenery of the Project area and maintain public views of the office building to the south of the Project site. As stated in Responses to Comments O5-4 and O5-5, the entire Lakeside Car Wash property, inclusive of the pylon sign, is identified as one historical resource under CEQA. Thus, given that this alternative would still result in the demolition of the Lakeside Car Wash, the Project’s significant and unavoidable aesthetic impact with regard to conflicting with Burbank2035 policies governing historic scenic resources would still occur. Additionally, as stated in Response to Comment O5-2, pursuant to Burbank2035, scenic views/vistas are intended to be public vantage points of particular visual resources identified

by the City. Views of the existing office building frontage is not identified as a scenic view or vista within Burbank. Furthermore, with the approval of the requested waivers, the Project would comply with all applicable objective development standards. The BMC does not include objective view protection standards that are applicable to the proposed Project, and which establish the protection of views from abutting private property. Thus, the Project would result in less than significant impacts related to scenic vistas and corridors in the Project area.

- O5-9 The commenter states that the “Westerly Shifted Site Plan” Alternative would simplify the Project’s traffic circulation and claims that the alley off of Screenland Drive, where the Project’s proposed southwestern driveway entrance into the subterranean garage is located, is narrow and difficult to traverse, and is also currently utilized by cars accessing the office building’s parking lot and the Warner Brothers parking lot to the south of the site. The commenter states that the “Westerly Shifted Site Plan” Alternative would reduce the Project’s traffic hazard with regards to vehicle/vehicle and vehicle/pedestrian collisions.

The commenter states that the alley off Screenland Drive is utilized by cars accessing the office building’s parking lot and the Warner Brothers building. The alley is approximately 85 feet in length and dead ends at a metal gate with a ‘Do Not Enter’ sign, which prohibits vehicular and pedestrian access to the office building parking lot further to the east. Access to the office building parking lot is only provided from one driveway along North Hollywood Way. Furthermore, the commenter does not provide the property address of the Warner Brothers building; however, there is a building occupied by Warner Brothers located at 111 North Hollywood Way. The alley adjacent to the proposed Project does not provide vehicle access onto the parking area of the Warner Brothers building at 111 North Hollywood Way. The Warner Brothers building has surface and subterranean parking. Access to the Warner Brothers building surface parking lot is provided via one entry-only driveway off of North Hollywood Way with an exit-only driveway off of West Olive Avenue. Access to the Warner Brothers subterranean parking lot is provided via an entry/exit driveway off of North Hollywood Way, directly adjacent to the entry-only driveway to the surface lot. Thus, vehicular traffic associated with employees and visitors of the office building and Warner Brothers building would not conflict with Project residents accessing the site’s subterranean parking garage from the alley along Screenland Drive.

To clarify, the surface parking lot to the south of the site is reserved specifically for patrons of other existing commercial uses along Screenland Drive, including Amorous Beauty Spa, Giant Propeller, La Bella Flowers, and The Foundation, and has two access driveways along Screenland Drive.

Additionally, the commenter states that the “Westerly Shifted Site Plan” Alternative that provides vehicle access directly from Screenland Drive would simplify the Project’s traffic circulation and reduce the Project’s traffic hazard with regards to vehicle/vehicle and vehicle/pedestrian collisions. It is acknowledged that different driveway configurations can be provided allowing vehicle access to the Project site, subject to the City review and approval for compliance with applicable design and safety standards. The Project as proposed – with access from the alley off Screenland Drive – has been reviewed by the City. It has been established by the City that the Project as proposed, and with the associated conditions of approval, would comply with all applicable design and safety standards pertaining to driveway placement, and on- and off-site traffic circulation.

Furthermore, potential traffic hazard impacts associated with the Project's access driveways are analyzed in the 'Transportation' section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*. As stated, the Project's access locations would be designed to meet City standards and provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. The Project also proposes enhanced pedestrian access along the Project site boundaries, including pedestrian walkways from the existing sidewalks along Riverside Drive, North Hollywood Way, and Screenland Drive to the mixed-use development that provide direct access to the proposed lobby, community room, publicly accessible open space area, and outdoor dining areas. Similar to existing conditions, all proposed roadways and driveways intersect at right angles to ensure safe vehicular and pedestrian movement around the building perimeter. Overall, the proposed site access improvements would not result in hazardous traffic conditions and would be subject to the City's traffic engineer and Burbank Fire Department review and approval for compliance with applicable design and safety standards. Impacts in this regard would be less than significant.

Pursuant to CEQA Guidelines Section 15126.6, an EIR is required to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. As such, consideration to avoid such less than significant traffic hazard impacts is unwarranted.

- O5-10 The commenter notes construction noise and traffic concerns, as well as suggested mitigation. Refer to Response to Comment O3-9 regarding construction noise. Mitigation Measure NOI-1 would reduce construction noise levels below the threshold and thus, no further mitigation is required under CEQA. As detailed in Mitigation Measure NOI-1, the temporary noise barrier is required to meet the sound transmission class (STC) of 20 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. The noise barrier shall also be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. Further, as detailed in the Draft EIR, the Project would be required to demonstrate compliance with additional noise reduction measures as a Project Condition of Approval, including posting a sign at the property line indicating the dates and duration of construction activities, as well as a contact name and a telephone number where people can inquire about the construction process and register complaints. Additionally, the Applicant is required to assign a qualified "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator is required to notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and implement reasonable measures to resolve the complaint, as deemed acceptable by the City of Burbank Community Development Department's Planning Division.
- O5-11 The commenter recommends that Mitigation Measure TRA-1 be revised to require flagmen during construction activities to coordinate on/off-road construction vehicles and equipment

and to ensure all public right-of-ways are protected and maintained during construction (e.g., including access to adjacent sidewalks and public alleyway). As detailed in the ‘Transportation’ section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, Mitigation Measure TRA-1 requires preparation of a Construction Management Plan that does include requiring the use of a construction flagperson to assist in maintaining efficient vehicle travel in both directions (particularly during peak travel hours) and use of construction signage and safe ADA-compliance detour routes for pedestrians, bicyclists, and transit users when surrounding roadways and sidewalks are affected.

O5-12 The commenter summarizes the issues raised in the comment letter. Refer to the Responses to Comments O5-2 through O5-11.

O5-13 The commenter requests notification of all subsequent notices related to the proposed Project and for the comment letter to be included as part of the administrative record for the Project. The commenter is currently on the City’s distribution list for the Project and will receive any subsequent notices regarding the Project. The inclusion of Comment Letter O5 in this Final EIR is part of the Project’s administrative record.

## **I1. RESPONSES TO COMMENTS FROM STEPHANIE L, DECEMBER 11, 2021.**

- I1-1 The commenter expresses concern regarding access to her residence and the Ventura Freeway (State Route 134; SR-134) on-ramp during morning commuting hours, increased traffic, and decreased availability of street parking for existing residents in the Project area due to Project development.

Site access to the proposed development would be provided along North Hollywood Way (for residents and patrons of the proposed ground-level commercial uses) and Screenland Drive (for residents only). Thus, future residents and visitors entering the site would not impact adjacent roadways, including Kenwood Street. Further, assuming future residents of the Project travel towards the SR-134 on-ramp during morning commuting hours, future residents would travel north along North Hollywood Way and Screenland Drive towards the SR-134 on-ramp on Riverside Drive. It is not anticipated that vehicles would exit the site and travel further south/southwest towards Kenwood Street or Maple Street to reach the freeway on-ramp.

Additionally, in September 2013, Senate Bill 743 became effective, which identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric for CEQA purposes. As such, traffic congestion from a level of service (LOS) standpoint and parking are no longer considered in assessing significant impacts under CEQA. As detailed in the 'Transportation' section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, and in *Transportation Analysis – 3700 Riverside Drive Project Memorandum* prepared by Fehr & Peers, dated September 28, 2020 (Draft EIR Appendix 11.1H, *Transportation Analysis Memo*), the Project would be screened out of VMT analysis and result in less than significant impacts in regard to transportation.

Further, it should be noted that the Project would not introduce a substantial number of new trips in the Project area; refer to Draft EIR Table 8-15, *Project Trip Generation*, and Draft EIR Appendix 11.1H, *Transportation Analysis Memo*. As detailed on Draft EIR page 8-15, the proposed Project is anticipated to generate a total of 353 average daily trips with an estimated 25 a.m. peak hour trip and 32 p.m. peak hour trips. Since the existing car wash is estimated to generate a total of 360 average daily trips with an estimated 24 a.m. peak hour trip and 54 p.m. peak hour trips, the proposed Project is anticipated to generate an estimated net increase of seven average daily trips with a net increase of 1 a.m. peak hour trip and a decrease of 22 p.m. peak hour trips. Additionally, it should be noted that trip generation rates used to estimate the number of trips associated with the existing car wash facility were based on the *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (San Diego Association of Governments [SANDAG], 2002), and not based on existing traffic patterns during the COVID-19 pandemic. Thus, the impacts of the COVID-19 pandemic on roadway traffic patterns does not affect the transportation analysis in the Draft EIR.

While parking is not a topic analyzed under CEQA, the Project's consistency with the BMC parking requirement standards are analyzed in Draft EIR Table 5.1-3, *Media District Specific Plan and Municipal Code Consistency Analysis*. Specifically, the analysis concludes that the Project would be consistent with the parking requirement associated with the Media District General Business (MDC-3) zone in the *Media District Specific Plan* and High Density Residential (R-4) zone in the BMC upon approval of reduced parking requirements under the requested



Conditional Use Permit (CUP). Consistent with local and State Density Bonus regulations, the residential component of the Project requires one parking space for one-bedroom units, and two parking spaces for each unit with two bedrooms and above. Pursuant to BMC Section 10-1-2107(D)(2), *Conditional Use Permit-Restaurants, by Conditional Use Permit*, the City may approve a reduction in the minimum parking requirement for restaurants which can prove that the restaurant would primarily serve a walk-in trade due to the nature of the proposed restaurant and its proximity to large concentrations of employment. It is acknowledged that in total, the Project would be required to provide 90 parking spaces. The Project would meet the parking requirement by providing 90 on-site parking spaces, consisting of a 29-space surface parking lot and 61-space subterranean parking garage.

**I2. RESPONSES TO COMMENTS FROM ELAINE O'B CAPOGEANNIS, DECEMBER 12, 2021.**

- I2-1 The commenter introduces herself as a 22-year resident of a nearby building (Cordova West Properties) and requests her comment letter be shared at the Burbank Planning Board public meeting on December 13, 2021. This comment letter was provided to the Planning Board Members at the public meeting and thus has been recorded in the administrative record for this Project, as well as incorporated herein.
- I2-2 The commenter requests nine condominium units (instead of the proposed four units) of the total proposed 49 units be set aside as affordable housing units based on the existing social economic conditions. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration.
- I2-3 The commenter recommends the historic pylon car wash sign be donated to The Valley Relics Museum or other like museums to preserve Burbank and Americana's history. The commenter also recommends a plaque be hung on the proposed building to acknowledge and celebrate the history of the car wash facility. As discussed in Section 3.3.1, *Project Description*, of the Draft EIR, the Google-architecture pylon car wash sign would be preserved on-site and relocated to the northwest corner at the entrance to the publicly accessible open space area; refer to Draft EIR Exhibit 3-4b, *Floor Plan – Ground Floor*. Additionally, signage and boards would be installed throughout the publicly accessible open space area with historical records and photographs celebrating the historic significance of the post-war era car wash in accordance with Mitigation Measures CUL-5 and CUL-6. Specifically, Mitigation Measure CUL-5 requires documentation of the Lakeside Car Wash with high resolution digital photographic recordation, a historic narrative report, and compilation of historic research, and Mitigation Measure CUL-6 requires installation of a retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features in the proposed publicly accessible open space area.
- I2-4 The commenter expresses concern for the employees at the existing car wash and recommends job search assistance be incorporated as part of the proposed Project. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I3. RESPONSES TO COMMENTS FROM SHAWN MANN, DECEMBER 13, 2021.**

- I3-1 This comment is a summary of a verbal comment received at the Burbank Planning Board public meeting on December 13, 2021 regarding the proposed Project. The commenter requests local, skilled, and trained workforce be hired for Project construction in order to reduce transportation and greenhouse gas emission impacts. Refer to Response to Comment O1-2. Further, as noted in the ‘Greenhouse Gas Emissions’ and ‘Transportation’ section Draft EIR Section 8.0, *Effects Found Not To Be Significant*, the Project would result in less than significant impacts in regard to greenhouse gas emissions and transportation.

#### **I4. RESPONSES TO COMMENTS FROM ROBIN DEMEL, DECEMBER 13, 2021.**

I4-1 This comment is a summary of a verbal comment received at the Burbank Planning Board public meeting on December 13, 2021 regarding the proposed Project. The commenter claims the proposed building architecture is out of character. Based on the analysis provided in Draft EIR Table 5.1-1, *Burbank2035 General Plan Consistency Analysis*, the proposed Project would be consistent with Land Use Element Policy 3.5 by ensuring the Project's architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces. Further, as stated in Draft EIR Section 3.0, *Project Description*, final plan design, including architectural details (e.g., façade, building materials, articulations, and fenestrations), would be finalized and provided for City review and approval during the Project's Building Plan Check phase, ensuring consistency with Burbank2035 goals and policies.

Further, as detailed in the Draft EIR Impact Statements LU-2 and AE-1, the proposed building would have high quality architecture and design that complements the Media District area. The proposed Project would demolish the existing car wash and develop a mixed-use building with residential units on top of ground level retail/restaurant use, which optimizes the use of the site and complements nearby uses. Specifically, the proposed mixed-use development would complement the existing buildings in the Project vicinity. The proposed building architecture is contemporary with exterior building materials consisting of concrete, insulated glazing, translucent glass, wood cladding, aluminum mullions, metal panels, corrugated metal cladding, and stucco cement plaster, among others. The building exterior would include a combination of colors including gray, blue, white, bronze, and light brown (wood cladding). Exterior ground level windows would be floor-to-ceiling and entryways would include integrated signage and decorative screening to highlight the entrances to the commercial space and residential lobby. Decorative lighting fixtures and raised concrete planters would be installed throughout the mixed-use development. The proposed ground level publicly accessible open space, landscaping, and retail/restaurant uses and associated outdoor dining areas contribute towards the pedestrian-oriented nature of the Project area. Further, the Project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the development review process. This process would verify that the Project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations. As such, the proposed Project's architecture and site design would be complementary to the Project area's character, and compatible with surrounding development.

I4-2 Refer to Response to Comment I2-2.

I4-3 The commenter states that in order to reduce greenhouse gas emissions and encourage commuters to purchase electric vehicles, each unit should have an electric vehicle charging station. As detailed in Draft EIR Table 8-9, *Consistency with the 2020-2045 RTP/SCS*, the Project would be required to install electric vehicle (EV) charging stations, designated EV parking, as well as bike parking and storage in accordance with the 2019 Title 24 standards and CALGreen Code. As discussed under 'Site Access and Parking' in Draft EIR Section 3.1.1, *Project Description*, the Project would provide 14 EV charging spaces in compliance with CALGreen Code requirements. Additionally, as detailed in the Draft EIR Table 8-8, *Consistency with the City's Greenhouse Gas Reduction Plan*, the Project would be consistent with the City's *Burbank2035*

*Greenhouse Gas Reduction Plan (GGRP)*. Specifically, Measure E-2.1, *Renewable Energy Requirements*, of the GGRP requires multi-family residential and commercial developments to provide 10 percent of the buildings modeled energy use from renewable sources, to the extent feasible. This measure requires the installation of grid-connected photovoltaic (PV) systems in residential and commercial uses. The Project has not yet defined design features related to energy efficiency. However, compliance with Measure E-2.1 of the GGRP is required as a Project condition of approval to ensure compliance with this policy.

- I4-4 The commenter expresses concern regarding the proposed drainage system and the need for on-site water recapture. As discussed in the ‘Hydrology and Water Quality’ section of Draft EIR Section 8.0, *Effects Found Not To Be Significant*, the Project would not substantially alter the existing drainage pattern of the site or area. On-site runoff would be collected in a system of drain inlets and pipes and conveyed to proposed low impact development (LID) planter boxes around the Project perimeter or captured in landscaped areas on-site. The LID planters are sized to collect and filter runoff volumes generated by the 85th percentile design storm. If the planter capacities are exceeded, stormwater overflow would flow into the existing street gutters, similar to existing conditions. As shown in Draft EIR Table 8-11, *Existing and Proposed Stormwater Runoff Conditions*, peak runoff flow rates per acre would reduce from 2.09 cubic feet per second under existing conditions to 2.01 cubic feet per second under post-development conditions for a 50-year storm event. Similarly, stormwater runoff volumes would decrease from 12,063 cubic feet under existing conditions to 10,791 cubic feet under post-development conditions for a 50-year storm event. Further, Project development would reduce impervious surfaces on-site from approximately 98 to 86 percent by installing LID planter boxes and landscaped areas throughout the site; refer to Draft EIR Appendix 11.1F, *Hydrology Study*. Thus, the proposed stormwater improvements would reduce runoff volumes compared to existing conditions.
- I4-5 The commenter recommends the proposed on-site trees be changed to fruit trees. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City’s decision makers for their review and consideration.
- I4-6 Refer to Response to Comment I4-3.

**I5. RESPONSES TO COMMENTS FROM JOSHUA CHRISTIANSEN, DECEMBER 13, 2021.**

I5-1 This comment is a summary of a verbal comment received at the Burbank Planning Board public meeting on December 13, 2021 regarding the proposed Project. Refer to Response to Comment O1-2.

**I6. RESPONSES TO COMMENTS FROM DAVID BLUMBERG, DECEMBER 23, 2021.**

- I6-1 The commenter claims the Project is too large and would change the character of the neighborhood by overbuilding in the area. Refer to Response to Comment I4-1. Additionally, based on the analysis provided in Draft EIR Table 5.1-1, *Burbank2035 General Plan Consistency Analysis*, and Impact Statements LU-2 and AE-1, the proposed Project would develop a mixed-use building with residential units on top of ground level retail/restaurant use that better utilizes the site and complements the Media District area, which is intended as a regional employment center comprised of a variety of media-oriented and commercial uses, pursuant to the goals of Burbank2035. Furthermore, the Project is proposed to be built within the allowable intensity (floor area ratio) and density (dwelling units per acre), as applicable to similar properties that have a land use designation of Media District Commercial. As such, the Project would not result in a conflict with Burbank2035 in this regard. Further, as discussed under Impact Statement AE-1, the Project would not conflict with applicable City regulations governing scenic quality, including Burbank2035, the Media District Specific Plan, and BMC.
- I6-2 Refer to Response to Comment I1-1

**I7. RESPONSES TO COMMENTS FROM BARKEV MSRLYAN, DECEMBER 26, 2021.**

I7-1 The commenter generally opposes the Project and the demolition of the Lakeside Car Wash due to its historic character and Mid-Century architectural design. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration. It should also be noted that Draft EIR Section 7.0, *Alternatives to the Proposed Project*, evaluates a number of potential alternatives to the proposed Project that could preserve the historic Lakeside Car Wash either entirely or partially, including the "Relocate Off-Site" Alternative, "Relocate On-Site/Full Preservation" Alternative, "Preserve in Place" Alternative, "Reduced Development" Alternative, and "Partial Preservation" Alternative.

Overall, the Draft EIR determined the Project would result in a significant and unavoidable impact with regards to historical resources. Therefore, per CEQA Guidelines Section 15093, the decision-making agency (i.e., City of Burbank) is required to make findings and a statement of overriding considerations, should they decide that the economic, legal, social, technological, or other benefits of the Project outweigh its significant and unavoidable environmental impacts.



**I8. RESPONSES TO COMMENTS FROM ENZO OCON, DECEMBER 27, 2021.**

- I8-1 Refer to Responses to Comments I4-1 and I7-1. This comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I9. RESPONSES TO COMMENTS FROM JORDAN KOCH, DECEMBER 26, 2021.**

I9-1 Refer to Responses to Comments I4-1 and I7-1. This comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I10. RESPONSES TO COMMENTS FROM KATE CROLEY, DECEMBER 26, 2021.**

I10-1 Refer to Responses to Comments I4-1 and I7-1. This comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I11. RESPONSES TO COMMENTS FROM PAM CLARK, DECEMBER 26, 2021.**

I11-1 Refer to Response to Comment I7-1. This comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I12. RESPONSES TO COMMENTS FROM TARA BURNSIDE, DECEMBER 26, 2021.**

I12-1 Refer to Response to Comment I7-1. This comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I13. RESPONSES TO COMMENTS FROM CARLY CROCKER, DECEMBER 27, 2021.**

I13-1 Refer to Responses to Comments I4-1 and I7-1. This comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I14. RESPONSES TO COMMENTS FROM LUKE MAREK, DECEMBER 27, 2021.**

- I14-1 Refer to Responses to Comments I4-1 and I7-1. Additionally, the commenter believes the Project would include an imitation car wash sign. To clarify, as discussed in Section 3.3.1, *Project Description*, of the Draft EIR, the existing Googie-architecture pylon car wash sign would be preserved on-site and relocated to the northwest corner at the entrance to the publicly accessible open space area; refer to Draft EIR Exhibit 3-4b, *Floor Plan – Ground Floor*. As such, no imitation car wash sign would be proposed.
- I14-2 The commenter is concerned that the proposed condominium units would not be affordable to the average citizen. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. Nonetheless, it is acknowledged that one of the goals and objectives identified for the Project is to “Provide a mix of housing types and sizes within a mixed-use Project that are affordable to various economic segments of the population, including four deed restricted affordable units, and help reduce the carbon footprint via the design of a compact urban form”; refer to Draft EIR Section 1.3, *Project Goals/Objectives*. In compliance with the City’s Inclusionary Housing regulations, of the 49 condominiums, four units are proposed as affordable housing units for very low-income households, as defined in Section 50105 of the Health and Safety Code.

**I15. RESPONSES TO COMMENTS FROM BOB OLSON, JANUARY 8, 2022.**

- I15-1 Refer to Response to Comment I4-1 for a discussion regarding the architectural character of the proposed mixed-use development, and Response to Comment I14-2 for a discussion regarding proposed affordable housing units for very low-income households.

The commenter also requests information regarding what the criteria is for low-income units and how affordable rent is enforced once constructed. The California Department of Housing and Community Development establishes the four income categories for affordable housing (Very Low, Low, Moderate, and Above Moderate), which are based on percentages of the area median income. To clarify, the residential units proposed as part of the Project would be for sale and not for rent. However, in response to the commenter's question, the affordability of rental units is enforced through Conditions of Approval that require the establishment of an Affordable Housing Agreement between the City of Burbank and the property owner. The agreement would establish the requirement for ongoing monitoring by the City to ensure ongoing compliance with the State-mandated affordability requirements, including monitoring the affordability of the deed-restricted units as affordable to qualifying very-low income households. The City would similarly enforce the affordability of the for sale units that are proposed as part of the Project. Regardless, this comment does not concern any environmental issue or information addressed or contained in the Draft EIR. No further response is required.



**I16. RESPONSES TO COMMENTS FROM JESSICA FORER, JANUARY 11, 2022.**

I16-1 Refer to Responses to Comments I2-2, I7-1, and I14-2.

**I17. RESPONSES TO COMMENTS FROM MATTHEW BUNTIN, JANUARY 11, 2022.**

I17-1 Refer to Responses to Comments I4-1 and I7-1.

**I18. RESPONSES TO COMMENTS FROM RITA FABRA, JANUARY 11, 2022.**

I18-1 Refer to Response to Comment I7-1.

**I19. RESPONSES TO COMMENTS FROM SARAH LOCKE, JANUARY 11, 2022.**

I19-1 Refer to Responses to Comments I4-1 and I7-1.

**I20. RESPONSES TO COMMENTS FROM ABE KINNEY, JANUARY 11, 2022.**

I20-1 Refer to Response to Comment I7-1.

**I21. RESPONSES TO COMMENTS FROM SHEA SULLIVAN, JANUARY 12, 2022.**

I21-1 Refer to Response to Comment I7-1.

**I22. RESPONSES TO COMMENTS FROM ARMOND ZAKARIAN, JANUARY 12, 2022.**

I22-1 The commenter opposes the affordable housing component of the proposed Project and is concerned that it would result in the decline of safety in the Project area. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. Notwithstanding, this comment is noted, and will be presented to the City's decision makers for their review and consideration.

**I23. RESPONSES TO COMMENTS FROM KATHY SCHOEPPNER, JANUARY 12, 2022.**

I23-1 Refer to Response to Comment I7-1.

I23-2 The commenter generally opposes development of more high-end condominiums in Burbank and states that there is a lack of demand and oversupply of condominiums in the City as is and a shortage of lower cost housing in Burbank. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. However, this comment is noted, and will be presented to the City's decision makers for their review and consideration.

I23-3 The commenter raises concerns regarding the potential for increased criminal activity at Project completion, claiming that criminals target concentrated residential areas with a lack of businesses or public gathering places. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted.

I23-4 The commenter generally opposes redevelopment projects that provide hotels and condominium developments. This comment does not concern any environmental issue or information addressed or contained in the Draft EIR. Therefore, no further response is warranted. This comment is noted, and will be presented to the City's decision makers for their review and consideration.



**I24. RESPONSES TO COMMENTS FROM ADRIENE BIONDO, JANUARY 12, 2022.**

I24-1 Based on the alternatives analysis in the Draft EIR, the commenter believes there is still a win-win scenario available in which the Project can adaptively reuse the Lakeside Car Wash in a manner that combines the Project goals with preservation of the historic resource and provides the Five Points Car Wash in the City of Whittier as a successful example of adaptive reuse. Refer to Response to Comment I7-1.

Additionally, Draft EIR Section 7.4.2, *“Partial Preservation” Alternative*, evaluates an alternative that would relocate the car wash building to the northeast corner of the site and construct the mixed-use development on-site as an L-shaped building wrapped around the car wash building. However, given the age and poor structural integrity of the existing car wash building, most of the building would have to be reconstructed on-site as part of this alternative. As much of the original Lakeside Car Wash components would be salvaged for partial preservation, including portions of the walls and roof, rock planters outside of the building, façade, and signage, as feasible. As such, an alternative to the Project that adaptively reuses the reconstructed and partially preserved building was analyzed in the Draft EIR. As concluded, the alternative would fully achieve some Project objectives and some to a lesser degree than the Project. However, many of the basic Project objectives would not be met and, from an overall perspective, this alternative would not be as cohesive as the proposed Project. Specifically, the Project as proposed would provide a mixed-use building with high-quality, ground-level commercial uses, a mix of market rate and affordable housing units, public and private amenities, and publicly accessible open space. While this alternative would partially preserve elements of the Lakeside Car Wash, the significant and unavoidable impacts to historical resources would remain, as the historic resource’s significance is a result of the structure and site characteristics.

I24-2 Refer to Response to Comment I7-1.

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## 3.0 Errata

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## 3.0 ERRATA

Changes to the Draft Environmental Impact Report (EIR) are noted below. A double-underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. If applicable, changes have been analyzed and responded to in Section 2.0, Responses to Comments, of this Final EIR. The changes to the Draft EIR do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

These errata to the Draft EIR are based upon 1) additional or revised information required to respond to comments received on the Draft EIR; 2) applicable updated information that was not available at the time of the Draft EIR publication; and/or 3) typographical errors. These clarifications and modifications are not considered significant new information and would not result in any new or substantially greater significant impacts as compared to those identified in the Draft EIR.

### SECTION 8.0, EFFECTS FOUND NOT TO BE SIGNIFICANT

#### Page 8-24, Mitigation Measure CUL-3

CUL-3 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and the Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall evaluate the find. The City of Burbank Community Development Department's Planning Division shall immediately notify native tribe(s) that have ancestral ties to the region, including the Gabrieleño Band of Mission Indians Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and any other tribe with ancestral ties to the region, as established by the Native American Heritage Commission, to evaluate whether the find is of Native American origin.

If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be significant under CEQA, such that the discovery proves to be eligible for the CRHR and cannot be avoided by the Project, additional work such as data recovery, excavation, and archaeological mitigation may be warranted to mitigate any significant impacts.

In the event that an identified cultural resource is of Native American origin, ~~the Archaeological Monitor shall immediately notify~~ the City of Burbank Community Development Department's Planning Division ~~to~~ shall implement Native American consultation procedures. Following the discovery, Native American monitoring as described in Mitigation Measure TCR-1 shall be implemented.

#### Page 8-31, Mitigation Measure GEO-1

GEO-1 Prior to issuance of a grading permit, the Project Applicant shall demonstrate, to the satisfaction of the City of Burbank Community Development Department's Building and Safety Division, that the recommendations for design and construction identified in the *Geotechnical Engineering Exploration Proposed Six-Story with Mezzanine Mixed-Use Building Over Subterranean Parking Assessor's Parcel Nos. 2485-005-004, -014, and -015, 3700 West Riverside*

*Drive and 134 North Screenland Drive, Burbank, California*, prepared by Byer Geotechnical, Inc. and dated September 25, 2019, have been incorporated into the Project design, ~~and~~ grading and building plans. The Project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geotechnical Study's recommendations have been incorporated and updated, as needed.



## 4.0 Mitigation Monitoring and Reporting Program

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## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during Project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 1, *Mitigation Monitoring and Reporting Checklist*, has been prepared for the 3700 Riverside Drive Mixed-Use Project (Project). This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the 3700 Riverside Drive Mixed-Use Project file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the Project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 1). If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the EIR, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during Project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.

- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all Project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

For the purposes of the environmental analysis in the Draft EIR, impacts were analyzed in each environmental issue area for the proposed Project in Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*, of the Draft EIR. If a potentially significant impact remained after implementation of existing regulations, mitigation measures were recommended in order to reduce any significant impacts as identified in Table 1 below.

**Table 1  
Mitigation Monitoring and Reporting Checklist**

Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
<b>BIOLOGICAL RESOURCES</b>								
BIO-1	<p>If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (generally from February 1 through August 31), a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist, defined as an individual with a bachelor's degree or above in a biological science field and demonstrated field experience, retained by the Project Applicant and approved by the City of Burbank Community Development Department's Planning Division within three days prior to any ground disturbing activities.</p> <p>The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the Project site during the clearance survey with a brief letter report indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. The qualified biologist shall be present to</p>	Project Applicant; Contractor; Qualified Biologist	Within Three Days Prior to Ground-Disturbing Activities	City of Burbank Community Development Department Planning Division	Prior to Issuance of Grading Permits			

	delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Burbank Community Development Department's Planning Division, California Department of Fish and Wildlife, and other appropriate agency.							
<b>CULTURAL RESOURCES</b>								
CUL-1	The Applicant shall be required to retain the services of one or more monitor(s) who are qualified in the identification of archaeological and Native American resources. The Archaeological Monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology to determine if the potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)), and shall be present during construction related ground disturbance activities including, but not limited to, site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than artificial fill (including boring, grading, excavation, drilling, potholing or auguring, and trenching) within the Project site. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department's Planning Division prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological Monitor shall complete monitoring logs on a daily basis, providing descriptions of the daily activities,	Project Applicant; Contractor; Archaeological Monitor	Prior to and During Ground-Disturbing Activities	City of Burbank Community Development Department Planning Division	Prior to the Issuance of Grading Permits			

	including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when grading and excavation activities of native soil (i.e., previously undisturbed) are completed, or when the Archaeological Monitor has indicated that the site has a low potential for cultural resources, whichever occurs first. The Applicant shall also be required to make the Project site available to native tribe(s) that have ancestral ties to the region during ground disturbance activities for monitoring on their own behalf, if requested, including the Gabrieleño Band of Mission Indians Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and any other tribe with ancestral ties to the region, as established by the Native American Heritage Commission.							
CUL-2	The Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall maintain weekly communication with the consulting tribal groups regarding the Project schedule and when requested, shall share any and all monitoring logs.	Archaeological Monitor	Weekly During Monitoring Activities	City of Burbank Community Development Department Planning Division	Weekly During Monitoring Activities			
CUL-3	If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and the Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall evaluate the find. <u>The City of Burbank Community Development Department's Planning Division shall immediately notify native tribe(s) that have ancestral ties to the region, including the Gabrieleño Band of Mission Indians Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and any other tribe with ancestral ties to the region, as established by the Native American Heritage</u>	Project Applicant; Contractor; Archaeological Monitor	If Cultural Resources are Encountered During Ground-Disturbing Activities	City of Burbank Community Development Department Planning Division	As-Needed During Ground Disturbing Activities			

	<p><u>Commission, to evaluate whether the find is of Native American origin.</u></p> <p>If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be significant under CEQA, such that the discovery proves to be eligible for the CRHR and cannot be avoided by the Project, additional work such as data recovery, excavation, and archaeological mitigation may be warranted to mitigate any significant impacts. In the event that an identified cultural resource is of Native American origin, <del>the Archaeological Monitor shall immediately notify</del> the City of Burbank Community Development Department's Planning Division <del>to</del> <u>shall</u> implement Native American consultation procedures. Following the discovery, Native American monitoring as described in Mitigation Measure TCR-1 shall be implemented.</p>							
CUL-4	<p>In the event that human remains are discovered during on-site construction activities, the Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall immediately divert work at minimum of 50 feet and place an exclusion zone around the discovery location. The Archaeological Monitor shall then notify the construction manager who shall notify the County Coroner per Public Resources Code Section 5097.98, and Health &amp; Safety Code Section 7050.5. Work shall continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and</p>	Archaeological Monitor; Contractor	In the Event Human Remains are Discovered During Construction Activities	City of Burbank Community Development Department Planning Division; Los Angeles County Coroner	As-Needed During Ground Disturbing Activities			

	secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) as mandated by State law who shall then appoint a Most Likely Descendent (MLD). Once NAHC identifies the most likely descendants, the descendants shall make recommendations regarding proper burial, which shall be implemented to the extent feasible in accordance with Section 15064.5(e) of the State CEQA Guidelines.							
CUL-5	<u>Building Documentation.</u> Impacts resulting from the demolition of the Lakeside Car Wash building at 3700 Riverside Drive shall be minimized through archival documentation of as-built and as-found conditions. Prior to issuance of demolition permits, the City of Burbank shall ensure that the Project Applicant has appropriately documented all buildings and structures associated with the Lakeside Car Wash proposed for demolition in accordance with the Historic American Building Survey (HABS) Level III guidelines. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories to make the documentation available for current and future generations. Archival copies of the documentation also shall be submitted to the	Project Applicant; Qualified Architectural Historian/Historian	Prior to Issuance of Demolition Permits	City of Burbank Community Development Department Planning Division	During Project Plan Review			

	City of Burbank Community Development Department's Planning Division and the Burbank Library, where it shall be made available to local researchers.							
CUL-6	<i>Interpretive Display.</i> A retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features shall be developed by the Project Applicant and approved by the Community Development Department's Planning Division. The information shall be incorporated into the proposed publicly accessible open space area. The display shall include images and details from the building documentation described in Mitigation Measure CUL-5 and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History.	Project Applicant; Qualified Architectural Historian/Historian	Prior to Issuance of Demolition Permits	City of Burbank Community Development Department Planning Division	During Project Plan Review			
<b>GEOLOGY AND SOILS</b>								
GEO-1	Prior to issuance of a grading permit, the Project Applicant shall demonstrate, to the satisfaction of the City of Burbank Community Development Department's Building and Safety Division, that the recommendations for design and construction identified in the <i>Geotechnical Engineering Exploration Proposed Six-Story with Mezzanine Mixed-Use Building Over Subterranean Parking Assessor's Parcel Nos. 2485-005-004, -014, and -015, 3700 West Riverside Drive and 134 North Screenland Drive, Burbank, California</i> , prepared by Byer Geotechnical, Inc. and dated September 25, 2019, have been	Project Applicant; Professional Geologist/ Professional Engineer	Prior to Issuance of Grading Permits	City of Burbank Community Development Department Building and Safety Division	During Project Plan Review			



	incorporated into the Project design, and grading and building plans. The Project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geotechnical Study's recommendations have been incorporated and updated, as needed.							
GEO-2	<p>Prior to any Project ground disturbance activities, a qualified paleontologist shall be retained by the Project Applicant to prepare a Worker's Environmental Awareness Program (WEAP) and train all construction personnel prior to the start of any construction activities. The qualified paleontologist shall have a B.S. or B.A. in geology and/or paleontology with demonstrated competence in research, fieldwork, reporting, and curation. The WEAP shall be reviewed and approved by the City of Burbank Community Development Department's Building and Safety and Planning Divisions prior to ground disturbance activities. The WEAP training shall include, at a minimum, the following information:</p> <ul style="list-style-type: none"> <li>• Review of local and State laws and regulations pertaining to paleontological resources;</li> <li>• Types of fossils that could be encountered during ground disturbing activity;</li> <li>• Photos of example fossils that could occur on site for reference; and</li> </ul>	Project Applicant; Contractor; Qualified Paleontologist	Prior to Ground-Disturbing Activities	City of Burbank Community Development Department Building and Safety and Planning Divisions	During Project Plan Review; Prior to Ground-Disturbing Activities			

	<ul style="list-style-type: none"> <li>Instructions on the procedures to be implemented should unanticipated fossils be encountered during construction, including stopping work in the vicinity of the find and contacting the qualified professional paleontologist.</li> </ul>							
GEO-3	In the event an unanticipated fossil discovery is made during ground disturbing activities, construction activities shall halt in the immediate vicinity of the fossil, and a qualified professional paleontologist retained by the Project Applicant (Mitigation Measure GEO-2) and the City of Burbank Community Development Department's Building and Safety and Planning Divisions shall be notified to evaluate the discovery, determine its significance, and evaluate whether additional mitigation or treatment is warranted. Work in the area of the discovery shall resume once the find is properly documented and authorization is given by the qualified paleontologist to resume construction work. Any significant paleontological resources found shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository. The Project Applicant shall be responsible for the full cost of implementing this mitigation measure.	Project Applicant; Contractor; Qualified Paleontologist	In the Event an Unanticipated Fossil Discovery is Made During Ground-Disturbing Activities	City of Burbank Community Development Department Building and Safety and Planning Divisions	As-Needed During Ground Disturbing Activities			
<b>HAZARDS AND HAZARDOUS MATERIALS</b>								
HAZ-1	Prior to demolition of existing on-site structures, the Project Applicant shall retain a State-certified building inspector to complete and submit a survey of potential hazardous building materials (including, but not limited	Project Applicant; Contractor; State-Certified Building Inspector	<i>For Survey:</i> Prior to Demolition Activities	City of Burbank Community Development Department Building and	<i>For Survey:</i> Prior to Issuance of Grading Permits			

<p>to, asbestos containing-materials [ACMs] and lead-based paints [LBP]) to the City of Burbank Community Development Department's Building and Safety and Planning Divisions for review and comment and to the City Building Official for approval. Should hazardous materials be identified, removal shall be performed by a State-certified contractor in accordance with the existing local, State, and Federal laws and regulations, including South Coast Air Quality Management District (SCAQMD) Rule 1403. Should LBPs be identified, LBPs shall be removed and disposed of in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead.</p> <p>If hazardous materials are identified on-site, the Project Applicant shall inform adjacent sensitive-use property owners and businesses (i.e., the Bright Horizons Daycare Center) of anticipated demolition dates and times at least ten (10) business days prior to demolition activities to minimize potential hazardous materials impacts to sensitive receptors in the Project area.</p> <p>The Project Applicant shall inform the City Building Official, via monthly compliance report, of the date when all identified hazardous building materials/waste, if any, are properly removed from the Project site.</p>		<p><i>If Hazardous Materials are Identified On-site:</i> Notification At Least Ten Business Days Prior to Demolition Activities; Monthly Compliance Reporting</p>	<p>Safety and Planning Divisions; City Building Official</p>	<p><i>If Hazardous Materials are Identified On-site:</i> During Construction Activities</p>			
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NOISE							
NOI-1	<p>Prior to Grading Permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City's Building Official, that the construction plans require a temporary noise barrier or enclosure during all phases of construction that meets the following conditions:</p> <ul style="list-style-type: none"> <li>The temporary noise barrier or enclosure shall be used along the southern and eastern property lines to break the line of sight between the construction equipment and the adjacent sensitive receptor (Assessor's Parcel Number [APN] 2485-005-005).</li> <li>The temporary noise barrier shall have a sound transmission class (STC) of 20 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. An alternative method that attains that same level of noise reduction may be considered at the</li> </ul>	Project Applicant; Contractor	Prior to Issuance of Grading Permits	City of Burbank Building Official	During Project Plan Review		

	<p>sole discretion of the City Building Official. The Project Applicant shall pay all costs associated with any City-required third-party consultant review of any proposed alternative method.</p> <ul style="list-style-type: none"> <li>• The Project Applicant shall ensure the length, height, and location of noise control barrier walls shall be adequate to assure proper acoustical performance. This shall be achieved by the following requirements: <ul style="list-style-type: none"> <li>▪ The noise control barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend length-wise and vertically as far as feasibly possible to be most effective.</li> </ul> </li> <li>• In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material</li> </ul>							
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	meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion. The City Building Official shall review and approve all proposed designs prior to the issuance of a building permit.							
<b>TRANSPORTATION</b>								
TRA-1	<p>Prior to construction activities, the Project Applicant shall prepare a Construction Management Plan for review and approval by the City of Burbank Building and Safety Division and Public Work's Traffic Division, City Engineer, and City Building Official. The Construction Management Plan shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> <li>Traffic control protocols shall be specified for any temporary lane closure, detour, or other disruption to traffic circulation, including bicycle, pedestrian, and transit. Disruption to traffic circulation shall be minimized to the greatest extent feasible. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) compliance.</li> </ul>	Project Applicant; Contractor	Prior to Construction Activities	City of Burbank Building and Safety Division and Public Work Traffic Division; City Engineer; City Building Official	During Project Plan Review			

	<ul style="list-style-type: none"> <li>• Bus stop access impacts, if any, shall be coordinated with and approved by the Los Angeles County Metropolitan Transportation Authority (Metro).</li> <li>• Thirty (30) days prior to any construction activities, the Construction Contractor shall notify the City of Burbank Building and Safety Division and Public Work's Traffic Division, City Engineer, City Building Official, the California Department of Transportation (Caltrans), and Metro, as applicable, of construction activities that could impede movement (such as temporary lane closures) along roadways, to allow for planning temporary detours.</li> <li>• Identify construction vehicle haul routes for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to the site; necessary traffic controls and detours; and a construction phasing plan for the Project to reduce impacts to local streets and plan for traffic control signage and detours along identified haul routes to minimize impacts to existing traffic flow.</li> <li>• Specify the hours during which hauling activities can occur and methods to mitigate construction-</li> </ul>							
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	<p>related impacts to adjacent streets such as traffic control barricades, cones, flaggers, and warning signs.</p> <ul style="list-style-type: none"> <li>Require the Construction Contractor to keep all haul routes clean and free of debris, including but not limited, to gravel and dirt resulting from Project construction. The Contractor shall clean adjacent streets, as directed by the City of Burbank Building and Safety Division and Public Work's Traffic Division and City Engineer, of any Project material that may have been spilled, tracked, or blown onto adjacent roadways or areas.</li> <li>Use of a construction flagperson (as deemed appropriate by the City of Burbank Building and Safety Division and Public Work's Traffic Division and City Engineer) to assist in maintaining efficient vehicle travel in both directions (particularly during peak travel hours) and use of construction signage and safe ADA-compliant detour routes for pedestrians, bicyclists, and transit users when surrounding roadways and sidewalks are affected.</li> </ul>							
<b>TRIBAL CULTURAL RESOURCES</b>								
TCR-1	If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, work shall be halted in the immediate vicinity of the find (a 60-foot buffer around the find) until the find	Project Applicant; Contractor; Archaeological Monitor;	If Archaeological or Native American Resources are Inadvertently Discovered During	City of Burbank Community Development Department Planning Division	As-Needed During Ground Disturbing Activities			



	<p>can be evaluated by the Archaeological Monitor, as defined in Mitigation Measure CUL-1, and Native American Monitor. Work on areas outside of the buffered area may continue during the assessment period.</p> <p>If the resources are determined to be potential tribal cultural resources, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. The Native American Monitor shall be a professional qualified in the identification and/or preservation of tribal cultural resources and agreed to by tribe(s) with ancestral ties to the region, in consultation with the Native American Heritage Commission. Native American monitoring shall be implemented in the event a cultural resource of Native American origin is identified at any stage of ground disturbance, including, but not limited to, site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than 1.5-feet (including boring, grading, excavation, drilling, potholing or auguring, and trenching).</p> <p>In the event Native American monitoring is required, the Native American Monitor shall complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when grading and excavation activities of native soil (i.e., previously undisturbed) are completed.</p>	Native American Monitor	Ground-Disturbing Activities					
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<p>The Applicant shall, in good faith, consult with the tribe(s) with ancestral ties to the region on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "archeological resource," the Archeological Monitor, in cooperation with Native American Monitor, shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If a tribal cultural resource cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the Project Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation in an established accredited professional repository. If the resources are determined to be non-Native in origin, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for the CRHR and cannot be avoided by the Project, additional work such as data recovery, excavation, and archaeological mitigation may be warranted to mitigate any significant impacts.</p>							
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