

# City of Santa Clarita

## **Town Center Specific Plan Project**

### Program Final Environmental Impact Report

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Master Case 22-105  
State Clearinghouse No. 2023120123

*Prepared for:*



**City of Santa Clarita**  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, CA 91355

*Prepared by:*

**Michael Baker**

**INTERNATIONAL**

Michael Baker International  
3900 Kilroy Airport Way, Suite 270  
Long Beach, California 90806

**June 2024**

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This document is the Final Environmental Impact Report (Final EIR) for the Town Center Specific Plan Project (Project). This document, together with the Draft EIR and its technical appendices, comprise the Final EIR. The document has been prepared by the City of Santa Clarita, acting as lead agency, in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) Section 21000 *et seq.*) and the CEQA Guidelines (14 California Code of Regulations Section 15000, *et seq.*).

The Final EIR is required under CEQA Guidelines Section 15132 to include the Draft EIR, comments received on the Draft EIR, the responses of the lead agency to significant environmental issues raised by those comments in the review and consultation process, and any other relevant information added by the lead agency (including minor changes to the Draft EIR). A Mitigation Monitoring and Reporting Program (MMRP) is also required; it can be a separate document or, as in this case, included in this Final EIR.

This document provides revisions to the Draft EIR made in response to comments and/or as initiated by the lead agency. These revisions correct, clarify, and amplify the text of the Draft EIR, as appropriate, but do not alter the conclusions of the Draft EIR.

### 1.1 Project Summary

The Town Center Specific Plan (Project) is located in the community of Valencia in the City of Santa Clarita (City). The Town Center Specific Plan Area (TCSP Area or Specific Plan Area) is bounded by Magic Mountain Parkway to the north, Valencia Boulevard to the south and east, and generally by McBean Parkway to the west, with a 3.7-acre portion of the Specific Plan Area located on the southwest side of McBean Parkway connecting to the McBean Regional Transit Center. Citrus Street bisects the Specific Plan Area from north to south. Town Center Drive traverses the TCSP Area, connecting to both McBean Parkway and Magic Mountain Parkway and forming a loop road around the Valencia Town Center Mall, which is one of the primary existing land uses in the TCSP Area. The Specific Plan Area is approximately 111 acres in size and comprises four subareas:

- Subarea 1 – Valencia Town Center
- Subarea 2 – Town Center East
- Subarea 3 – Town Center Drive
- Subarea 4 – McBean and Valencia

The City's goals for the Specific Plan are to create a mix of residential, commercial, retail, dining and entertainment uses with a robust jobs-to-housing balance; create a distinct sense of place; create a flexible framework for future development that fosters the potential for numerous development possibilities; and create a practical, timeless and buildable plan that is consistent with the City's General Plan and implements the Housing Element.

In general, the Specific Plan content is presented in three chapters, including an introduction and the proposed Specific Plan's vision and goals; a development framework and standards chapter that seeks to establish the components, expectations, and general requirements for all future development plans for sites within the Specific Plan area and provides development and design standards regulating future development in the Specific Plan Area; and an implementation plan that could be utilized to implement the goals of the Specific Plan.

Within the Specific Plan Area, the existing Regional Commercial (CR) zone allows for a floor area ratio (FAR) of 2:1 (87,120 square feet of floor area per acre) and the provision for residential densities between a minimum of 18 units and a maximum of 50 units per acre. The Specific Plan maintains this FAR of 2:1 and the residential densities of up to 50 units per acre.

While no development is currently proposed, in general, the Specific Plan would incentivize mixed-use development and promote a blend of residential, commercial, and recreational spaces, integrating different land uses and creating a walkable community.

The Specific Plan envisions the development of nodes within the Specific Plan Area, which includes, programmable gathering space and other smaller gathering spaces such as public plazas, courtyards, amphitheaters, pedestrian streets, parklets, children's playgrounds, and parks.

Pursuant to Article 4 of the CEQA Guidelines, the City of Santa Clarita is the lead agency for this Project, taking primary responsibility for conducting environmental review and approving or denying the Project. There are no responsible or trustee agencies with any discretionary approval authority for the Project. In order to adopt the proposed Specific Plan, the City would have to take the following actions:

- Certify the Final EIR
- Adopt the proposed Specific Plan
- Amend the General Plan to reflect the proposed Specific Plan
- Amend the Zoning to reflect the proposed Specific Plan

Additionally, while not required for approval of the proposed Specific Plan, implementation of the proposed Specific Plan is anticipated to involve entitlement applications and other permits/approvals for specific development projects within the TCSP Area. This program EIR may also be used, as appropriate, for such future projects and other later activities pursuant to State CEQA Guidelines Sections 15168(c) (use of a program EIR with later activities), 15152 (tiering), 15162-15164 (subsequent or supplemental CEQA documentation and addendums), 15183 (projects consistent with a community plan or zoning), and/or other sections of the CEQA Guidelines that provide for streamlined environmental review.

## 1.2 Public Review Process

The City prepared the Draft EIR to inform decisionmakers and the public of the potential significant environmental effects associated with the Project. The Draft EIR was circulated for public review and comment from March 5, 2024, to April 29, 2024 (extended from April 19, 2024). A Public Notice of Availability (NOA) of the Draft EIR was mailed to all organizations and individuals previously requesting notice and was published in The Signal on March 15, 2024. The City also submitted the complete Draft EIR with appendices to the State Clearinghouse and filed the NOA with the Los Angeles County Clerk for posting during the Draft EIR comment period. The Draft EIR and associated appendices were made available for review online (<https://santaclarita.gov/planning/environmental-impact-reports-under-review/>) and a limited number of hard copies of the Draft EIR were available at the City Clerk's Office at Santa Clarita City Hall and the Santa Clarita Library, Valencia Branch.

Interested persons and organizations had the opportunity to submit their written comments on the Draft EIR during the public review period. Comment letters received on the Draft EIR, reproduced in their entirety, and responses to those comments are provided in this Final EIR.

CEQA Guidelines Section 15088(c) specifies that the focus of the responses to comments must be on the disposition of significant environmental issues. Responses are not required for comments regarding the merits of the Project or on issues not related to potential physical environmental impacts and/or the Draft EIR's analysis of such impacts. Comments on the merits of the Project or other comments that do not raise environmental issues are nevertheless included in the record for consideration as part of the Project's approval process. The responses address environmental issues and indicate where issues raised do not pertain to environmental impacts or analysis. In the latter instance, no further response is provided.

Only minor changes to the text of the Draft EIR occurred since public circulation, and none of the changes constitute "significant new information," which would require its recirculation. "Significant new information" is defined in CEQA Guidelines Section 15088.5(a) as follows:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

None of these circumstances have arisen from comments on the Draft EIR; therefore, recirculation is not required.

### 1.3 Review and Recommended Certification of the Final EIR

As required by PRC Section 21092.5 and CEQA Guidelines Section 15088(b), at least 10 days before consideration of the Final EIR for certification by the City of Santa Clarita City Council, the City provided written responses (hard or electronic copy) to each public agency that submitted written comments on the Draft EIR. The Final EIR is available for public review at the following locations:

- City of Santa Clarita, Office of the City Clerk, 23920 Valencia Boulevard, Santa Clarita, CA, 91355
- Santa Clarita Library, Valencia Branch, 23743 West Valencia Boulevard, Santa Clarita, CA 91355
- City's website: <https://santaclarita.gov/planning/environmental-impact-reports-under-review/>

## 1.4 Organization of the Final EIR

This Final EIR is organized into four sections as follows:

**Introduction.** This section (above) provides introductory information about the Project and the CEQA review process.

**Comments on the Draft EIR and Responses.** This section presents all comments received by the City during the public review period for the Draft EIR (March 5, 2024 through April 29, 2024) and after the close of the public review period, as well as responses to those comments.

**Errata and Clarifications to the Draft EIR.** This section consists of minor revisions and clarifications to the Draft EIR in response to comments received and/or as initiated by the lead agency.

**Mitigation Monitoring and Reporting Program.** This section provides the full MMRP for the Project. The MMRP lists the mitigation measures by environmental topic and identifies the method of review verification, responsible agency, and timing for each measure.



## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

This section provides a list of commenters and copies of the comments received with responses to those comments.

### 2.1 List of Commenters

**Table 2.1-1**, List of Commenters on the Draft EIR, assigns a number to identify the commenter and notes the general topic area covered by each comment letter.

**Table 2.1-1  
List of Commenters on the Draft EIR**

| Letter No.             | Individual/Signatory   | Affiliation                                       | Date      | Comment Topics   |
|------------------------|--|---|-----------|--|
| <b>PUBLIC AGENCIES</b> |  |   |           |  |
| <b>State</b>           |  |   |           |  |
| A1                     | Tamara Purvis, Associate Environmental Planner, HWMP Permitting Division – CEQA Unit | California Department of Toxic Substances Control | 4/24/2024 | Hazards and Hazardous Materials  |
| <b>County</b>          |  |   |           |  |
| A2                     | Perla Garcia, Secretary III  | Los Angeles County Fire Department                | 3/6/2024  | Submission to EPIC-LA System   |
| A3                     | Ronald M. Durbin, Chief Forestry Division Prevention Services Bureau                 | Los Angeles County Fire Department                | 4/12/2024 | Fire and Life Safety, Access   |
| A4                     | Tracey Jue, Director Facilities Planning Bureau                                      | Los Angeles Sheriff's Department                  | 4/29/2024 | Sheriff's Department Services, Construction Traffic Management   |
| <b>ORGANIZATIONS</b>   |  |   |           |  |
| O1                     | Mitchell M Tsai, Attorney at Mitchell M. Tsai Law Firm                               | Western States Regional Council of Carpenters     | 4/16/2024 | Use of Local Workforce, Prevention of COVID-19   |
| O2                     | Jeremy H Herwitt, Attorney at Mitchell M. Tsai Law Firm                              | Western States Regional Council of Carpenters     | 4/29/2024 | Use of Local Workforce, Prevention of COVID-19, Air Pollutants, Energy, and Greenhouse Gas (GHG) Analyses                    |
| O3                     | Katherine Solomon, Conservation Chair<br>Sandra Cattell, Group Chair                 | Sierra Club, Santa Clarita Chapter                | 4/8/2024  | Affordable Housing, Transportation, Air Quality, GHG, Energy, Accessibility, Parks and Recreation, Water Supply, Solid Waste |

### 2.2 Comments and Responses to Comments

This subsection includes copies of the comment letters received on the Draft EIR, as identified in Subsection 2.1, List of Commenters, with the comments numbered for reference and responses to the comments.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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*Yana Garcia*  
Secretary for  
Environmental Protection

## Department of Toxic Substances Control

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



*Gavin Newsom*  
Governor

### SENT VIA ELECTRONIC MAIL

April 24, 2024

David Peterson  
Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard Suite 302  
Santa Clarita, CA, 91355  
[dpeterson@santaclarita.gov](mailto:dpeterson@santaclarita.gov)

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE TOWN CENTER SPECIFIC PLAN (PROJECT) DATED MARCH 5, 2024 STATE CLEARINGHOUSE # [2023120123](#)

Dear David Peterson,

The Department of Toxic Substances Control (DTSC) received a DEIR for the Town Center Specific Plan project. The proposed project is a long-range land use plan that establishes the City's vision for the Specific Plan Area as a regional destination incorporating a balanced mix of uses.. In general, the Specific Plan would encourage mixed-use development and promote a blend of residential, commercial, and recreational spaces, integrating different land uses and creating a walkable community, where a variety of housing options are developed alongside businesses and community facilities. The Specific Plan would also emphasize improved access to the McBean Regional Transit Center, thereby increasing housing choices for people who prefer convenient access to transit services. The Specific Plan envisions the development of nodes within the Specific Plan Area, which includes, programable gathering space and other smaller gathering spaces, such as public plazas, courtyards,

amphitheaters, pedestrian streets, parklets, children's playgrounds, and parks. Based on our project review; DTSC requests consideration of the following comments:

A1-1  
Continued

1. The proposed Project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of this Project. This may restrict what construction activities are permissible in the proposed Project areas in order to avoid any impacts to human health and the environment.
2. Due to the broad scope of the Project, DTSC is unable to determine the locations of the proposed sites, whether they are listed as having documented contamination, land use restrictions, or whether there is the potential for the sites to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, DTSC recommends providing further information on the proposed project and areas that may fall under DTSC's oversight within future environmental documents. Once received, DTSC may provide additional comments on future environmental documents as further information becomes available. Please review the project area in [EnviroStor](#); DTSC's public-facing database.

A1-2

A1-3

DTSC believes the City of Santa Clarita must address these comments to determine if any significant impacts under the California Environmental Quality Act (CEQA) will occur and, if necessary, avoid significant impacts under CEQA. DTSC recommends the department connect with our unit if any hazardous waste projects managed or overseen by DTSC are discovered. Please refer to the [City of Santa Clarita EnviroStor Map](#) for additional information about the areas of potential contamination.

A1-4

DTSC appreciates the opportunity to comment on the DEIR for the project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via [email](#) for additional guidance.

David Peterson  
April 24, 2024  
Page 3

Sincerely,

*Tamara Purvis*

Tamara Purvis  
Associate Environmental Planner  
HWMP - Permitting Division – CEQA Unit  
Department of Toxic Substances Control  
[Tamara.Purvis@dtsc.ca.gov](mailto:Tamara.Purvis@dtsc.ca.gov)

cc: (via email)

Governor's Office of Planning and Research  
State Clearinghouse  
[State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)

Dave Kereazis  
Associate Environmental Planner  
HWMP – Permitting Division - CEQA Unit  
Department of Toxic Substances Control  
[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)

Scott Wiley  
Associate Governmental Program Analyst  
HWMP – Permitting Division - CEQA Unit  
Department of Toxic Substances Control  
[Scott.Wiley@dtsc.ca.gov](mailto:Scott.Wiley@dtsc.ca.gov)

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. A1**

Tamara Purvis, Associate Environmental Planner  
HWMP Permitting Division – CEQA Unit  
California Department of Toxic Substances Control  
8800 Cal Center Drive  
Sacramento, CA 95826-3200

### **Response to Comment No. A1-1**

This introductory comment acknowledges receipt of the Draft EIR for the Project and provides a summary of the Project Description. The comment introduces specific comments from the California Department of Toxic Substances Control (DTSC). The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A1-2**

The comment states that the Town Center Specific Plan Area (TCSP Area) encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of this Project. In addition, DTSC notes that this may restrict what construction activities are permissible in the Project Area. However, as noted on page 4.7-2 of the Draft EIR, a review of DTSC's EnviroStor database was conducted and there are no active sites under DTSC oversight or sites open for investigation by the DTSC in the TCSP Area. Therefore, this comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A1-3**

The comment states that due to the broad scope of the Project, DTSC is unable to determine the locations of the proposed sites, whether they are listed as having documented contamination, land use restrictions, or whether there is the potential for the sites to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. DTSC also recommended reviewing the project area in EnviroStor and providing further information on the proposed project and areas that may fall under DTSC's oversight within future environmental documents. As described in Section 2.0, Project Description, of the Draft EIR and as shown in Figures 2-2 through 2-6 included therein, the site boundaries of the TCSP Area have been disclosed and depicted. As such, sufficient information has been provided in the Draft EIR such that DTSC oversight can be assessed for the Project site. Furthermore, as discussed above and as described on page 4.7-2 of the Draft EIR, a review of DTSC's EnviroStor database was conducted and resulted in no active sites or sites open for investigation in the TCSP Area.

As described on page 4.7-7 of this Draft EIR, there is an active site within the TCSP Area, specifically at the former Los Angeles County Sheriff Station, located at 23740 Magic Mountain Parkway. This site is undergoing ongoing remediation of a leaking underground gasoline tank (GeoTracker Case #T0603704904). However, due to the nature of the case, oversight is being provided by the Los Angeles Regional Water Quality Control Board and not DTSC. As described on page 4.7-8 of this Draft EIR, there is an active site that is located just west of the TCSP Area, specifically at 24375 Valencia Boulevard, that is associated with remediation of hydrocarbon-contaminated soil and groundwater (GeoTracker Case #SL2048Y1711). However, due to the nature of the case, oversight is being provided by the Los Angeles Regional Water Quality Control

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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Board and not DTSC. Notwithstanding, it should be noted that the Draft EIR includes Mitigation Measure MM-HAZ-1 to reduce potential impacts from these two sites to a less than significant level.

Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A1-4**

The comment states that the letter's comments have to be addressed by the City to determine if any significant CEQA impacts will occur and be avoided by the Project. As discussed above, a review of DTSC's EnviroStor database was conducted and there are no active sites under DTSC oversight or sites open for investigation by DTSC in the TCSP Area. Therefore, the Project has adequately assessed the TCSP Area for DTSC related sites of concern or potential contamination. Nonetheless, in accordance with the City's standard practice, in the unanticipated event that any hazardous waste projects managed or overseen by DTSC are discovered, the City will coordinate with the DTSC. The comment is noted, and no additional response is warranted.



**From:** Perla Garcia <Perla.Garcia@fire.lacounty.gov>  
**Sent:** Wednesday, March 6, 2024 8:05 AM  
**To:** David Peterson <DPETERSON@santa-clarita.com>  
**Subject:** City of Santa Clarita - Electronic Submittal Required

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

The Los Angeles County Fire Department is **no longer accepting Environmental Impact Report (EIR) - City Requests applications by mail.**

Please register and submit your Environmental Review application through the EPIC-LA website at:

<https://epicla.lacounty.gov>

- Please see attached and follow the steps on the EPIC-LA User Guide - Fire - Environmental (EIR) - City Requests.
- Requirement for the submittal is to upload all electronic (PDF format) **City Transmittal letters and other review documents** on EPIC-LA.

The Los Angeles County Fire Department **review period** for an EIR is **30 days**. We will upload the comments in the **Files/Attachments tab** on or before the deadline.

For any questions or concerns regarding the Environmental Review application or process, please contact Secretary III, Perla Garcia at (323) 890-4330 or [Perla.Garcia@fire.lacounty.gov](mailto:Perla.Garcia@fire.lacounty.gov)

A2-1



# *LOS ANGELES COUNTY FIRE*

## **Fire - Environmental (EIR) - City Requests - EPIC LA**

### **SUBMITTAL USER GUIDE**

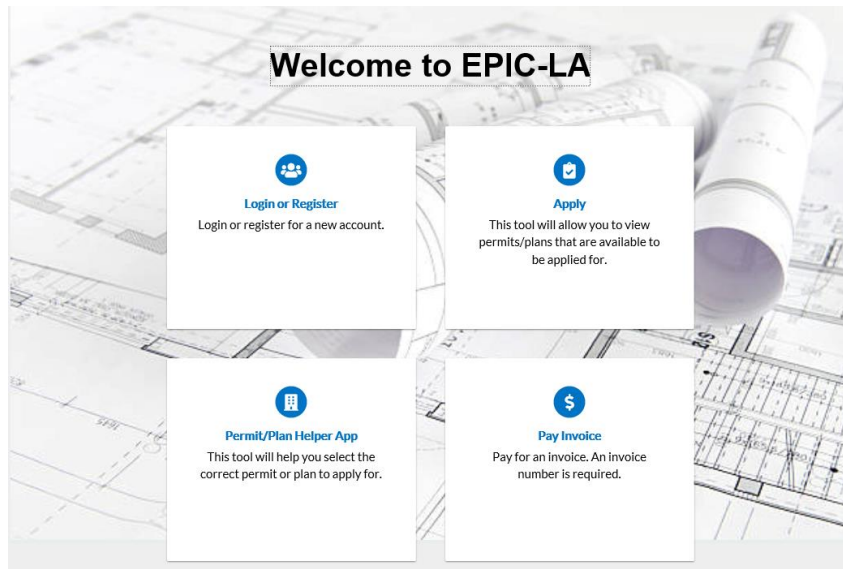
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*EnerGov - 2018.1*

#### **OVERVIEW**

Citizen online access is a crucial part of community development software. EPIC-LA ePortal uses the latest tools in software development and modern aesthetics. The essential purpose of this application is to provide public-facing tools for citizens to use to interact with the EnerGov land management and permitting processes administered by local government municipalities. EPIC-LA is compliant with the Americans with Disabilities Act (ADA).

# Logging Into EPIC-LA



Follow the steps below to log in to EPIC-LA:

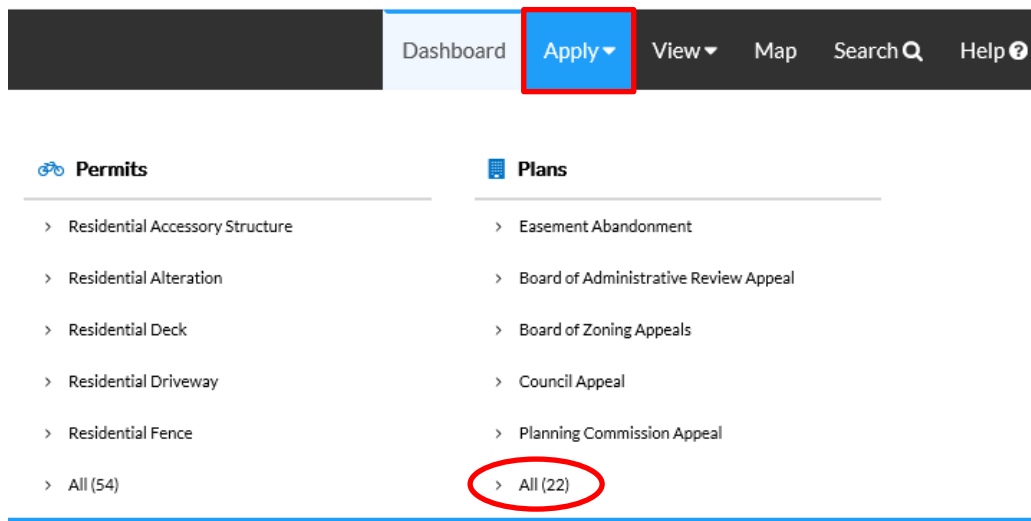
1. Navigate to the URL designated for EPIC-LA. <https://epicla.lacounty.gov>
2. Enter your **Email Address** and **Password** in the fields provided. If you do not have an **Email Address/Password** already registered with EPIC-LA and EnerGov, click on SignUp and follow the directions to register for an account.
3. Mark the **Remember me** checkbox to have the system remember your credentials.
4. Click **Log In**. EPIC-LA validates your login and, if it is valid, opens EPIC-LA with the functions you are authorized to access.

To see a video with step-by-step instructions on the registration process, visit the following link:  
<https://www.youtube.com/watch?v=S76X5fjBrUk>

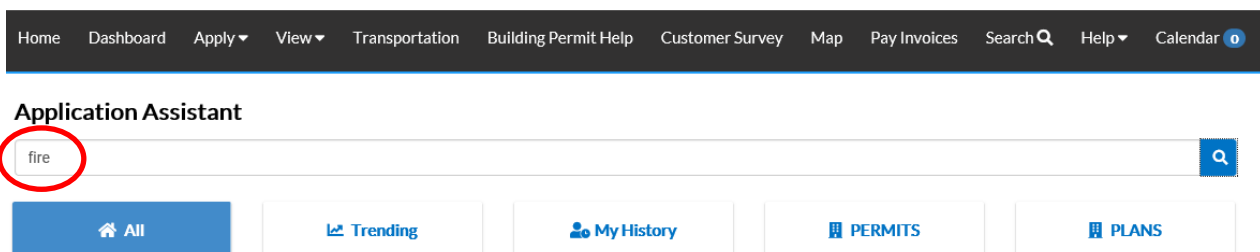
## Applying For a Plan

Users are presented with 2 options under the Apply menu: Permits and Plans. The top 5 permit types and plan types are configured on the EPIC-LA Administration website, and they are displayed in the order in which the jurisdiction decides to display them. If the user does not see the permit or plan they want to apply for, then the user can click **All** at the bottom of the list to access the Permit Application Assistant; this tool helps guide the user into choosing the correct permit type to apply for all. EPIC-LA users can begin applying for cases and resume the application process later. This is helpful when users want to save completed work and then continue when they're ready.






1. Click on **Apply** and choose Plan(s).
2. The **Apply for Permit/Plan** screen will open.
3. Select **All (##)**



4. Once screen changes, type "Fire" in the search bar to and the steps to the application process will be listed along the top of the screen.



5. Select Plan Type: **Fire - Environmental Review (EIR) - City Requests.**

|   |  |              |
|---|--|--------------|
|  | <b>Fire - Environmental Review (EIR) - City Requests</b><br>Category Name: Fire<br>Description: Submit plans for LA County Fire review on behalf of the requested city.  | <b>Apply</b> |
|  | <b>Fire Engineering - Building Plan Check Unit - Alternative Materials &amp; Methods Review</b><br>Category Name: Fire<br>Description: Alternative Materials & Methods Review                                      | <b>Apply</b> |
|  | <b>Fire Engineering - Building Plan Check Unit - Assembly Occupancy</b><br>Category Name: Fire<br>Description: Examples: Theaters, Night clubs, Restaurants, bars.   | <b>Apply</b> |
|  | <b>Fire Engineering - Building Plan Check Unit - Cell Sites</b><br>Category Name: Fire<br>Description: Examples: Cabinet, Antenna  | <b>Apply</b> |
|  | <b>Fire Engineering - Building Plan Check Unit - Commercial Occupancy</b><br>Category Name: Fire<br>Description: Examples: Business, Factory, Mercantile (Department stores, Markets Retail, Sales room), Storage. | <b>Apply</b> |

6. **Locations:** Click on the Add Location card to add the location of the Permit or Plan. Select from the dropdown box what type of address is being added. Click on the + in the center of the **Add Address** card. An **Add Address** screen will appear. Enter the full address and click **Search** or the magnifying glass.

**\*If no specific project address, use a parcel number within the project boundary. If city wide project, use city hall address. If county wide projects, use lead government agency address.**


**Address** Parcel

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Add Address As

**Search**

**Address Information**

Search  

- If not, choose **Enter Manually** if your address is outside the municipality. (EnerGov Best Practice is to always **Search** first.) Add in the address for the Permit/Plan. If your address is located within the municipality, the record for the address will appear. Click **Add**. Once the address has been added, click **Next**.

Apply for Plan - Fire - Environmental Review (EIR) - City Requests

\*REQUIRED



LOCATIONS

Please search for and select the address(es) and/or parcel AIN(s) on which your project is located. When searching by address, it is recommended to enter only the house number and street name; when searching by AIN, enter the AIN without dashes (e.g. use "1234567890" instead of "1234-567-890"). If vacant land, just search for and select the parcel AIN(s). If the location is not within the jurisdiction for this plan/permit/business type, a warning will appear. Click [address location help](#) for additional information.

Location

Add Location

**+**

REQUIRED

Create Template

Save Draft

Next

Add Address As

Location

Search

Address Information

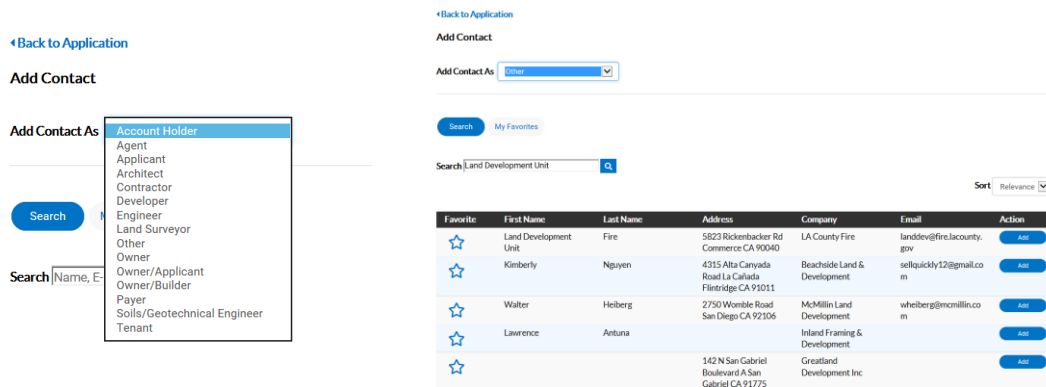
Search

| Address                              | Action                             |
|--------------------------------------|------------------------------------|
| 5232 Hammill Road El Monte, CA 91732 | <input type="button" value="Add"/> |

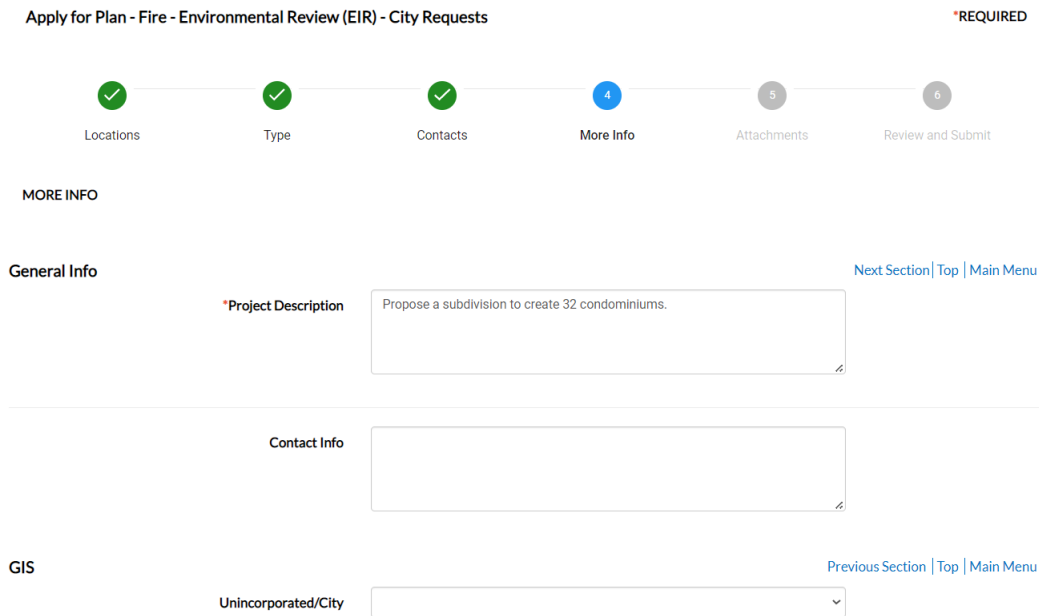
Results per page  1 - 1 of 1 << < 1 > >>

8. **Type:** The type of Plan that was chosen originally will default in the Plan Type field. The citizen may add a description of the work being done in the **Description** memo box.

9. **Contacts:** The registrants contact information will default to the first Contact card listed. If there are additional contacts that need to be added to the Permit/Plan that is being applied for, click on the **Add Contact +**. Choose from the dropdown box the contact type. In the search box, type in Name, Email, or Company name and click the magnifying glass to search the Global Contacts in EnerGov for an existing contact. If the person, email or company is an existing contact click **Add** to add the contact to the application. If contact does not exist in Global Contacts, click **Enter Manually** and fill in the required fields. Click **Next**.



10. **More Info:** The More Info fields reflects the Additional Information fields that are exposed to the citizen from EnerGov. The citizen may fill in the information needed and some fields may be required. Any information given in these fields will be shown in EnerGov. Once this information is submitted by the citizen, the citizen will not be able to edit the information. The end user may edit the information in EnerGov. Click **Next**.



11. **Attachments:** Click on the **Copy of Appropriate Plan +** card to open Windows Explorer. The citizen may click to insert or drag (**PDF files only**) into the Add Attachment card. Click on **Copy of City Application +** and upload the City Transmittal letter. Additional Attachments may be added according to the list. Click **Next**.



Apply for Plan - Fire - Environmental Review (EIR) - City Requests

\*REQUIRED



Attachments

Environmental Assessn

Add Attachment

Supported: .doc, docx, xls, xlsx, txt, pdf

Back Create Template Save Draft Next

12. **Summary:** The next page will be the **Summary** page. This will show all information entered, attachments uploaded, estimated fees and additional information fields that were populated. **Click Submit.**

Apply for Plan - Fire - Environmental Review (EIR) - City Requests

\*REQUIRED



Submit

Locations

Location 1706 Potrero Avenue South El Monte, CA 91733

Parcel Number 8117015013

Basic Info

Type Fire - Environmental Review (EIR) - City Requests  
 Description Initial Study/Final EIR, Project Name, Description, City  
 Applied Date 04/27/2022

Contacts

Applicant Land Development Unit Fire  
 Los Angeles County Fire  
 5823 Rickenbacker Rd, City of Commerce, CA, , 91789

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. A2**

Perla Garcia, Secretary III  
Los Angeles County Fire Department  
1320 North Eastern Avenue  
Los Angeles, CA 90063-3294

### **Response to Comment No. A2-1**

The comment notes that the Los Angeles County Fire Department (LACoFD) is no longer accepting EIRs by mail and requests an electronic submittal by the City via the Los Angeles County's EPIC-LA website. Following receipt of this letter, the City submitted the Project's Draft EIR electronically to EPIC-LA for LACoFD review. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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COUNTY OF LOS ANGELES FIRE DEPARTMENT



ANTHONY C. MARRONE
FIRE CHIEF
FORESTER & FIRE WARDEN

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

BOARD OF SUPERVISORS
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SECOND DISTRICT
KATHRYN BARGER
FIFTH DISTRICT

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

April 12, 2024

David Peterson
Planning Division
23920 Valencia Boulevard Suite 140
Valencia, CA 91355

Dear Mr. Peterson:

THE ENVIRONMENTAL IMPACT REPORT, "TOWN CENTER SPECIFIC PLAN PROJECT",
PROPOSES TO CREATE A MIX OF RESIDENTIAL, COMMERCIAL, RETAIL, AND
ENTERTAINMENT USE WITH A JOBS TO HOUSING BALANCE, CITY OF SANTA
CLARITA, FFER2024001435

The Environmental Impact Report reviewed by the Planning Division, Land Development Unit,
Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire
Department.

A3-1

The following are their comments:

PLANNING DIVISION:

We have no comments.

A3-2

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

LAND DEVELOPMENT UNIT:

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

A3-3

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

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- AGOURA HILLS, ARTESIA, AZUSA, BALDWIN PARK, BELL, BELL GARDENS, BELLFLOWER, BRADBURY, CALABASAS, CARSON, CERRITOS, CLAREMONT, COMMERCE, COVINA, CUDAHY, DIAMOND BAR, DUARTE, EL MONTE, GARDENA, GLENDORA, HAWAIIAN GARDENS, HAWTHORNE, HERMOSA BEACH, HIDDEN HILLS, HUNTINGTON PARK, INDUSTRY, INGLEWOOD, IRWINDALE, LA CANADA-FLINTRIDGE, LA HABRA, LA MIRADA, LA PUENTE, LAKEWOOD, LANCASTER, LAWDALE, LOMITA, LYNWOOD, MALIBU, MAYWOOD, NORWALK, PALMDALE, PALOS VERDES ESTATES, PARAMOUNT, PICO RIVERA, POMONA, RANCHO PALOS VERDES, ROLLING HILLS, ROLLING HILLS ESTATES, ROSEMEAD, SAN DIMAS, SANTA CLARITA, SIGNAL HILL, SOUTH EL MONTE, SOUTH GATE, TEMPLE CITY, VERNON, WALNUT, WEST HOLLYWOOD, WESTLAKE VILLAGE, WHITTIER

David Peterson

April 12, 2024

Page 2

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than 26 feet in width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. The roadway shall provide approved signs and/or stripping stating "NO PARKING - FIRE LANE" and shall be maintained in accordance with the County of Los Angeles Fire Code. For buildings where the vertical distance between the access roadway and the highest roof surface exceeds 30 feet from the lowest level of the Fire Apparatus Access Road, provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Apparatus Access Roads to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. At least one required access route meeting this condition shall be located such that the edge of the Fire Apparatus Access Roadway, not including shoulders, that is closest to the building being served, is between 10 feet and 30 feet from the building, as determined by the fire code official, and shall be positioned parallel to one entire side of the building. The side of the building on which the Fire Apparatus Access Road is positioned shall be approved by the fire code official.

A3-3  
Continued

The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

Every building constructed shall provide an adequate water supply for fire protection purposes.

When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

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

#### **FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

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

A3-4

The County of Los Angeles Fire Department, Forestry Division has no further comments regarding this project.

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

David Peterson  
April 12, 2024  
Page 3

**HEALTH HAZARDOUS MATERIALS DIVISION:**

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments for the project at this time. A3-5

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

Very truly yours,



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

RMD:pg

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. A3**

Ronald M. Durbin, Chief, Forestry Division,  
Prevention Services Bureau  
Los Angeles County Fire Department  
1320 North Eastern Avenue  
Los Angeles, CA 90063-3294

### **Response to Comment No. A3-1**

The comment introduces specific comments from the different divisions within the LACoFD. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A3-2**

The comment acknowledges that the LACoFD Planning Division has no comments on the Draft EIR. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A3-3**

As described by the LACoFD Land Development Unit, the Project would be required to comply with all applicable LACoFD Code, as adopted by the City of Santa Clarita, and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants during the LACoFD building plan check review or subdivision tentative map stage and prior to Building Official issuance of building permits and certificates of occupancy. The Draft EIR also references compliance with requirements on page 4.10-10. Development projects implementing the proposed Specific Plan would be required to comply with all Fire Code requirements and would be subject to verification during plan check as part of the part of the Building Permit process.

### **Response to Comment No. A3-4**

The comment acknowledges that the LACoFD Forestry Division has no comments or requirements for the Project related to erosion control, watershed management, rare and endangered species, brush clearance, vegetation management, fuel modification for Fire Hazard Severity Zones, archaeological and cultural resources, and the County Oak Tree Ordinance. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A3-5**

The comment acknowledges that the LACoFD Health Hazardous Materials Division has no comments or requirements for the Project related to hazardous materials. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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# OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF



April 29, 2024

Mr. David Peterson, Senior Planner  
City of Santa Clarita  
Department of Community Development  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355

Dear Ms. Peterson:

**PROPOSED TOWN CENTER SPECIFIC PLAN PROJECT  
(MASTER CASE 22-105)  
NOTICE OF AVAILABILITY OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT  
REVIEW COMMENTS**

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

A4-1

The proposed Project is located within the service area of the Department's Santa Clarita Valley Sheriff's Station (Station). The proposed Project will impact the current level of service provided by the Station for the increase of residents, employees, daytime and nighttime population proposed by the Project. The Project Applicant will be required to pay all development fees associated with the project, such as a law enforcement facilities mitigation fee as applicable. Accordingly, the Station reviewed the DEIR and provided the attached responses (see correspondence dated April 26, 2024 from Captain Justin Diez).

A4-2

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

*A Tradition of Service*  
— Since 1850 —

Mr. Peterson

- 2 -

April 29, 2024

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

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

Attention: Planning Section

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

Sincerely,

ROBERT G. LUNA, SHERIFF



Tracey Jue, Bureau Director  
Facilities Planning Bureau

A4-3

Mr. Peterson

- 3 -

April 29, 2024

TJ:BP:ic/rtl

c: Justin Diez, Captain, Santa Clarita Valley Sheriff's Station (SCV)  
Brandon Barclay, Operations Lieutenant, SCV  
Andrew B. Cruz, Acting Captain, Contract Law Enforcement Bureau  
(CLEB)  
Erick F. Martinez , Lieutenant, CLEB  
Brian Jones P., Lieutenant, CLEB  
Keith Ho, Sergeant, CLEB  
Jennifer Fang, Assistant Bureau Director, Facilities Planning Bureau  
(FPB)  
Meghan Wang, Principal Facilities Project Manager, FPB  
Bee Bee Pee, Departmental Facilities Planner I, FPB  
Chrono  
(EIR- Proposed Town Center Specific Plan Project)

COUNTY OF LOS ANGELES  
**SHERIFF'S DEPARTMENT**  
"A Tradition of Service Since 1850"

DATE: April 26, 2024

FILE NO:

LT. BARCLAY  
FOR CAPT. DIEZ.

OFFICE CORRESPONDENCE

**FROM: JUSTIN DIEZ, CAPTAIN  
SANTA CLARITA STATION**      **TO: TRACEY JUE, BUREAU DIRECTOR  
FACILITIES PLANNING BUREAU**

**SUBJECT: REVIEW COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT  
REPORT FOR THE PROPOSED TOWN CENTER SPECIFIC PLAN  
PROJECT (MASTER CASE 22-105)**

Santa Clarita Sheriff's Station (Station) reviewed the Draft Environmental Impact Report (DEIR), dated March 2024, for Proposed Town Center Specific Plan Project (Project). The Project is a long-range land use plan for the Town Center Specific Plan area (TCSP) with mixed uses. The TCSP includes approximately 111 acres of land in the community of Valencia in the City of Santa Clarita (City), Los Angeles County, California. The Specific Plan area is bounded by Magic Mountain Parkway to the north, Valencia Boulevard to the southeast, and by McBean Parkway to the southwest, with an approximate 4-acre portion of the TCSP area located on the northwest intersection of McBean Parkway and Valencia Blvd. connecting to the McBean Regional Transit Center. The proposed Project is located within the service area of the Department's Santa Clarita Valley Sheriff's Station located approximately 3 miles southeast of the project site from the Station located at 26201 Golden Valley Road, Santa Clarita, CA. 91350.

A4-4

The Department also occupies the former Santa Clarita Station, located at 23740 Magic Mountain Parkway, and within the TCSP area. It is depicted in the EIR as being vacant and proposes new land uses. However, the Department has various Units that occupy the former Sheriff Station as coordinated with the Board of Supervisors. The facility will continue to be used to meet the law enforcement needs of the City and surrounding communities.

A4-5

According to Table Es-1 Summary of Environmental Impacts and Mitigation Measures of the Draft Environmental Impact Report (DEIR) page ES-11 Public Services, the proposed Project is expected to be less than significant without mitigation and the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and more. However, since the project is not a project in itself at this time, future projects within this TCSP area should be

A4-6



evaluated on their individual and cumulative basis for environmental impacts. Cumulative impacts, in particular, from various developments in the TCSP area and other larger developments concurrently occurring in the future, will have an effect on law enforcement services and can be mitigated by deploying additional law enforcement patrol personnel to address the increase in daytime and nighttime population. The Station remains concerned that the continued growth and intensification of multi-use land uses within the service area will ultimately contribute to significant cumulative impacts on the Department's resources and operations. Meeting such demand will require additional resources, including law enforcement service personnel, support personnel, and attendant assets, such as patrol vehicles, support vehicles, communications equipment, weaponry, office furnishings/equipment, etc. The City should contact my Station and our Contract Law Enforcement Bureau to discuss any adjustments needed to law enforcement services.

A4-6  
Continued

According to Section 4.10 Public Services - Police Protection of the Draft Environmental Impact Report (DEIR) page 4.10-12 Construction, the proposed Project is expected to have less than significant construction-related impacts on law enforcement services provided by the Station. However, the Station recommends that an analysis identifying construction traffic impacts be completed for each future Project in the TCSP area and appropriate mitigation be specified in future environmental documents when a project is contemplated. Traffic levels at intersections must be identified, studied, and analyzed. A Construction Traffic Management Plan should also be implemented as part of the proposed Project to address construction-related traffic congestion and emergency access issues. If temporary sidewalk and lane closures are necessary for the installation of utilities, emergency access should be maintained at all times. Flag persons and/or detours should also be provided as needed to ensure safe traffic operations, and construction signs should be posted to advise motorists of reduced construction zone speed limits.

A4-7

According to Section 4.10 Public Services - Police Protection of the Draft Environmental Impact Report (DEIR) page 4.10-13 Operation, the proposed Project is expected to have less than significant impact on law enforcement services provided by the Station. However, the proposed Project has the potential to increase resident, employees, daytime, and nighttime population of the Station's service area, which will generate an increased demand for law enforcement services. To date, the Station is currently understaffed. However, assigning additional law enforcement personnel to the Station to meet an acceptable service ratio will require modification of the law enforcement services contract to address additional support personnel and equipment assets.

A4-8

According to Section 4.10 Public Services – Police Protection – Operations, it states that "...LASD nearly doubled its facilities capacity to serve the Santa Clarita Valley into the future. Therefore, the Project would not cause a need for new or expanded police facilities." However, this is not an accurate statement as you know, since we consolidated personnel from multiple facilities into the new Station to service the City of Santa Clarita. The potential need for facility expansion may be required.

A4-8  
Continued

The Project Applicant will be required to pay all applicable development fees associated with the Project, such as the law enforcement facilities mitigation fee.

The Station reviewed the Project vicinity Map Figure 2 to provide the following comments to be included when a project is contemplated:

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

- a. The Department recommends that the principles of Crime Prevention through Environmental Design (CPTED) are incorporated in the design plans. The goal of CPTED is to reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging the legitimate use of the site. The overall tenets of CPTED include defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The Station recommends installation of security cameras to reduce opportunities for criminal activities, where feasible.
- b. The proposed Project will benefit from a landscaping maintenance program that would minimize opportunities for individuals to hide. The Station also recommends limiting the height of hedge-type plants around security gates to allow visibility from the street and trees should not block line of sight of building addresses from street patrol car height.
- c. The installation of security cameras for a video monitoring system and building lights with motion sensors is beneficial, where feasible.
- d. Installation of low-level site security lighting throughout the site as required, and where feasible.

A4-9



- e. Effective traffic and security plans be developed to address potential issues from vandalism and burglaries at the proposed Project site, in coordination with all jurisdictional approvals.
- f. At entrances to proposed communities, provides directory maps.
- g. Provide notification to LASD of any gas and methane extraction systems specified at any location within the TCSP area parcels known to contain hazardous waste facilities, if any.

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

Thank you for including the Station in the review process for the proposed Project. Should you have any questions regarding this matter, please contact my Operations Lieutenant at (661) 260-4000.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. A4**

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

### **Response to Comment No. A4-1**

The comment acknowledges the Los Angeles County Sheriff's Department's (LASD) receipt of the Notice of Availability of the Draft EIR. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A4-2**

Section 4.10, Public Services, of the Draft EIR, acknowledges that buildout of the TCSP would introduce residential and hotel/convention center uses to the Project Site and increase the density of existing commercial and other nonresidential uses on-site. The Project would introduce a residential population and increase the employee population on-site, which would increase the demand for services from the LASD. However, the Project would not induce unplanned population growth in the Project area, as the TCSP would not increase the currently allowable density of housing units per acre (50 units per acre) when compared with existing zoning. The City's General Plan already plans for a density of 50 dwelling units per acre in the Specific Plan Area. In short, while buildout of the Specific Plan would result in population growth and expansion of commercial spaces within the Specific Plan Area, this growth is not unplanned.

Furthermore, as required by the County and the City's Law Enforcement Facilities Fee, developments building out the TCSP would be required to pay all applicable development and law enforcement mitigation fees prior to the issuance of a building or similar permit. The payment of such fees would ensure that LASD has sufficient funding for future personnel, assets, and facility space.

With full compliance with all applicable local, State, and federal laws, rules, and regulations, as well as implementation of site-specific design features to enhance safety and security, the Project's contribution to impacts to LASD services would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

Additionally, the City acknowledges receipt of LASD's attachment from Captain Justin Diaz (refer to Response to Comment Nos. A4-4 through A4-9).

### **Response to Comment No. A4-3**

The City has the updated address and contact information on file. The City will continue to send notices and correspondence related to the Project to Tracey Jue, Director of the LASD Facilities Planning Bureau. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A4-4**

The LASD attachment's introductory comment acknowledges receipt of the Draft EIR for the Project, provides a summary of the Project Description, and notes the distance of the Santa Clarita

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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Valley Sheriff's Station (26201 Golden Valley Road) from the Project Site. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. A4-5**

The comment informs the City that the former Santa Clarita Sheriff's Station (23740 Magic Mountain Parkway; within the TCSP Area) still maintains partial use of the facility by the department's various units, based on coordination with the Board of Supervisors. The comment states that the facility will continue to be used to meet the law enforcement needs of the City and surrounding communities. This clarifying information does not affect the Draft EIR's conclusion that Project impacts related to police protection services would be less than significant. The Project and future developments in the vicinity would be required by the City and County to pay all applicable development and law enforcement facility mitigation fees to ensure that LASD has sufficient funding for future personnel, assets, and facility space.

### **Response to Comment No. A4-6**

The comment states that although the Draft EIR concluded that the Project impacts related to LASD services would be less than significant, specific developments during buildout of the TCSP will need to be assessed on their individual and cumulative bases for consideration of impacts to LASD services. The comment asserts that cumulative impacts from various developments in the TCSP area and other future larger developments will have an effect on law enforcement services that can be mitigated by deploying additional law enforcement patrol personnel to address the increase in daytime and nighttime population. The comment expresses concern that the cumulative impact on LASD resources and operations will be significant and requests that the City contact the Santa Clarita Sheriff's Station and the Contract Law Enforcement Bureau for further discussion of law enforcement services. The City has engaged and continues to engage with the station in ongoing discussions of such topics. However, it should be noted that LASD staffing and resources allocations are not CEQA issues and are instead regular contract issues between the City and LASD on how to accommodate changes in population. Therefore, pursuant to CEQA, Project and cumulative impacts related to LASD services would remain less than significant, and no changes in the Draft EIR are necessary.

### **Response to Comment No. A4-7**

The comment states that the Santa Clarita Sheriff's Station recommends construction traffic impacts be evaluated and Construction Traffic Management Plans implemented for specific developments during buildout of the TCSP. As stated on page 4.10-12 of the Draft EIR, such developments would require consultation with the LASD during the plan check process before construction, and construction activities would be subject to compliance with applicable federal, State, and local regulations to reduce impacts to police protection services and site/emergency access. Furthermore, as included on page 4.11-18 of the Draft EIR, Construction Traffic and Access Management Plans would be prepared by individual project owners/applicants or their representatives and approved by the City of Santa Clarita Public Works to address construction traffic routing (e.g., detours and/or lane closures) and traffic control (e.g., with signage and construction flaggers), as well as vehicle, bicycle, and pedestrian safety. The Construction Traffic and Access Management Plans would also be required to identify designated haul routes and construction staging areas, construction crew parking, emergency access provisions, traffic

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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control procedures, and avoidance of traffic safety impacts during construction. As such, the Draft EIR has adequately addressed construction-related traffic and access issues.

### **Response to Comment No. A4-8**

The comment states that the Project has the potential to increase resident, employees, daytime, and nighttime population of the Station's service area, which will generate an increased demand for law enforcement services. As described above, the Draft EIR also acknowledges this effect. However, the Project would not induce unplanned population growth in the Project area, as the TCSP would not increase the currently allowable density of housing units per acre (50 units per acre) when compared with existing zoning. The City's General Plan already plans for a density of 50 dwelling units per acre in the Specific Plan Area. Furthermore, as required by the County and the City's Law Enforcement Facilities Fee, developments during buildout of the TCSP would be required to pay all applicable development and law enforcement mitigation fees prior to the issuance of a building or similar permit. The payment of such fees would ensure that LASD has sufficient funding for future personnel, assets, and facility space.

In addition, the comment notes that the Santa Clarita Sheriff's Station is currently understaffed, and assigning additional law enforcement personnel to the station to meet an acceptable service ratio will require modification of the law enforcement services contract to address additional support personnel and equipment assets. With regard to the opening of the new Santa Clarita Valley Sheriff's Station in 2021, the comment also states that the following statement on page 4.10-12 of the Draft EIR is not accurate: "...LASD nearly doubled its facilities capacity to serve the Santa Clarita Valley into the future." This text has been deleted in the Draft EIR, as shown in Section 3.0, Errata and Clarifications to the Draft EIR, of this Final EIR.

As discussed above in Response to Comment No. A4-6, the City has engaged and continues to engage with the station in ongoing discussions of such topics. However, it should be noted that LASD staffing and resources allocations are not CEQA issues and are instead regular contract issues between the City and LASD on how to accommodate changes in population.

### **Response to Comment No. A4-9**

Development during buildout of the TCSP would comply with applicable regulatory requirements related to security and safety during construction and operation. Development would also include low-level exterior lighting, way-finding signage, and Crime Prevention through Environmental Design (CPTED) design concepts to enhance safety and security on a project-by-project basis.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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**Mitchell M. Tsai**  
Law Firm

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F: (626) 389-5414  
E: [info@mitschsailaw.com](mailto:info@mitschsailaw.com)

139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

**VIA E-MAIL**

April 16, 2024

David Peterson,  
Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard  
Santa Clarita, CA 91355  
Ph: (661) 284-1406  
Em: [dpeterson@santa-clarita.com](mailto:dpeterson@santa-clarita.com)

**RE: City of Santa Clarita's Valencia Town Center (SCH#: 2023120123).**

Dear David Peterson,

On behalf of the Western States Regional Council of Carpenters (“**Western Carpenters**” or “**WSRCC**”), my Office is submitting these comments for the City of Santa Clarita’s (“**City**”) April 16, 2024, Planning Commission meeting for the Valencia Town Center (“**Project**”).

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

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

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

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

O1-1

O1-2

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

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

O1-2  
Continued

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

O1-3

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

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

O1-4

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

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



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

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

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

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

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

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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>.

include potential reductions in both vehicle miles traveled and vehicle hours traveled.<sup>3</sup>

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

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

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

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

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<sup>3</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>4</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>.

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

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

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

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

### **Construction Site Design:**

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

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<sup>5</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>.

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

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

**Testing Procedures:**

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

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

### **Planning**

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

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

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

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

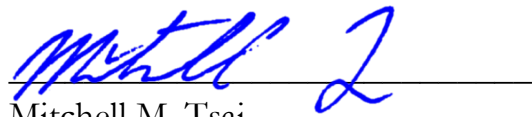
<sup>7</sup> For details concerning Western Carpenters’s ICRA training program, see <https://icrahealthcare.com/>.

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

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

Sincerely,



Mitchell M. Tsai

Attorneys for Western States Regional Council of Carpenters

Attached:

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

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

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

**EXHIBIT A**



Technical Consultation, Data Analysis and  
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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.

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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:

Emissions<sub>pollutant</sub> = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

EF<sub>running,pollutant</sub> = 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

<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>

| <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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<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).

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Continued

| Local Hire Provision Net Change                                  |            |
|--|------------|
| Without Local Hire Provision                                     |            |
| 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     |
| With Local Hire Provision  |            |
| 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.

O1-5  
Continued

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<br/>(miles)</b> | <b>Urban H-W<br/>(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**

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

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

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

## 2.0 Emissions Summary

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

**2.1 Overall Construction**

**Unmitigated Construction**

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

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

**2.1 Overall Construction**

**Mitigated Construction**

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

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

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

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

**2.2 Overall Operational**  
**Unmitigated Operational**

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

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**2.2 Overall Operational**

**Mitigated Operational**

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

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

**3.0 Construction Detail**

**Construction Phase**

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

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

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

**OffRoad Equipment**



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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**

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**

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

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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



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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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



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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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 Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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



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

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

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

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

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

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

**5.3 Energy by Land Use - Electricity**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

6.2 Area by SubCategory

Unmitigated

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

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

**6.2 Area by SubCategory**

**Mitigated**

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

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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

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

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**7.2 Water by Land Use**

**Unmitigated**

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

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**7.2 Water by Land Use**

**Mitigated**

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

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**



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**Category/Year**

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

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

**8.2 Waste by Land Use**

**Unmitigated**

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

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

**8.2 Waste by Land Use**

**Mitigated**

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

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

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

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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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

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

**1.0 Project Characteristics**

**1.1 Land Usage**

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

**1.2 Other Project Characteristics**

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

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

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

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

## 2.0 Emissions Summary

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

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

**Unmitigated Construction**

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





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

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

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

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

### 3.0 Construction Detail

#### Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

#### OffRoad Equipment

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

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

Trips and VMT

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

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

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

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

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2          | 3,896.548<br>2          | 0.2236        |     | 3,902.138<br>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<br>7          | 8,800.685<br>7          | 0.2429        |     | 8,806.758<br>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<br/>39</b> | <b>12,697.23<br/>39</b> | <b>0.4665</b> |     | <b>12,708.89<br/>66</b> |

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2          | 3,896.548<br>2          | 0.2236        |     | 3,902.138<br>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<br>7          | 8,800.685<br>7          | 0.2429        |     | 8,806.758<br>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<br/>39</b> | <b>12,697.23<br/>39</b> | <b>0.4665</b> |     | <b>12,708.89<br/>66</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2          | 3,773.876<br>2          | 0.1982        |     | 3,778.830<br>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<br>8          | 8,478.440<br>8          | 0.2190        |     | 8,483.916<br>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<br/>70</b> | <b>12,252.31<br/>70</b> | <b>0.4172</b> |     | <b>12,262.74<br/>60</b> |

**Mitigated Construction On-Site**

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



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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2          | 3,773.876<br>2          | 0.1982        |     | 3,778.830<br>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<br>8          | 8,478.440<br>8          | 0.2190        |     | 8,483.916<br>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<br/>70</b> | <b>12,252.31<br/>70</b> | <b>0.4172</b> |     | <b>12,262.74<br/>60</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information



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

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

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

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

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

6.2 Area by SubCategory

Unmitigated

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

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

**6.2 Area by SubCategory**

**Mitigated**

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

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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

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

**1.0 Project Characteristics**

**1.1 Land Usage**

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

**1.2 Other Project Characteristics**

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

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



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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

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

## 2.0 Emissions Summary

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

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

**Unmitigated Construction**

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



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

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>05         | 47,917.80<br>05         | 2.1953        |               | 47,972.68<br>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<br/>87</b> | <b>74,422.37<br/>87</b> | <b>2.8429</b> | <b>0.4832</b> | <b>74,637.44<br/>17</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>05         | 47,917.80<br>05         | 2.1953        |               | 47,972.68<br>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<br/>87</b> | <b>74,422.37<br/>87</b> | <b>2.8429</b> | <b>0.4832</b> | <b>74,637.44<br/>17</b> |

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

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

### 3.0 Construction Detail

#### Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

#### OffRoad Equipment

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

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

**Trips and VMT**

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

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

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

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



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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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



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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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



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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

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

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

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

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

6.2 Area by SubCategory

Unmitigated

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



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

**6.2 Area by SubCategory**

**Mitigated**

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

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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

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

**1.0 Project Characteristics**

**1.1 Land Usage**

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

**1.2 Other Project Characteristics**

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

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

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

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

## 2.0 Emissions Summary

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

**2.1 Overall Construction**

**Unmitigated Construction**

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

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**2.1 Overall Construction**

**Mitigated Construction**

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

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

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

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

**2.2 Overall Operational**  
**Unmitigated Operational**

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



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**2.2 Overall Operational**

**Mitigated Operational**

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

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

**3.0 Construction Detail**

**Construction Phase**

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

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

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

**OffRoad Equipment**

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

**Trips and VMT**

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

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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



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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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



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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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 Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy



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

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

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

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

**5.3 Energy by Land Use - Electricity**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

6.2 Area by SubCategory

Unmitigated

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

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

**6.2 Area by SubCategory**

**Mitigated**

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

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

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

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



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

**7.2 Water by Land Use**

**Unmitigated**

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

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

**7.2 Water by Land Use**

**Mitigated**

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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

**Category/Year**

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

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

**8.2 Waste by Land Use**

**Unmitigated**

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

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

**8.2 Waste by Land Use**

**Mitigated**

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

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

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

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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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

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

**1.0 Project Characteristics**

**1.1 Land Usage**

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

**1.2 Other Project Characteristics**

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

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

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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



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

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

## 2.0 Emissions Summary

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

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

**Unmitigated Construction**

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



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

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

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

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

### 3.0 Construction Detail

#### Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

#### OffRoad Equipment

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

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

Trips and VMT

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

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

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

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

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2         | 3,896.548<br>2         | 0.2236        |     | 3,902.138<br>4         |
| Worker       | 2.4299        | 1.5074         | 21.0801        | 0.0607        | 6.0932        | 0.0493        | 6.1425        | 1.6163         | 0.0454        | 1.6617        |          | 6,042.558<br>5         | 6,042.558<br>5         | 0.1697        |     | 6,046.800<br>0         |
| <b>Total</b> | <b>2.8378</b> | <b>14.7106</b> | <b>24.5142</b> | <b>0.0971</b> | <b>7.0087</b> | <b>0.0741</b> | <b>7.0828</b> | <b>1.8799</b>  | <b>0.0691</b> | <b>1.9490</b> |          | <b>9,939.106<br/>7</b> | <b>9,939.106<br/>7</b> | <b>0.3933</b> |     | <b>9,948.938<br/>4</b> |

**Mitigated Construction On-Site**

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



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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2         | 3,896.548<br>2         | 0.2236        |     | 3,902.138<br>4         |
| Worker       | 2.4299        | 1.5074         | 21.0801        | 0.0607        | 6.0932        | 0.0493        | 6.1425        | 1.6163         | 0.0454        | 1.6617        |          | 6,042.558<br>5         | 6,042.558<br>5         | 0.1697        |     | 6,046.800<br>0         |
| <b>Total</b> | <b>2.8378</b> | <b>14.7106</b> | <b>24.5142</b> | <b>0.0971</b> | <b>7.0087</b> | <b>0.0741</b> | <b>7.0828</b> | <b>1.8799</b>  | <b>0.0691</b> | <b>1.9490</b> |          | <b>9,939.106<br/>7</b> | <b>9,939.106<br/>7</b> | <b>0.3933</b> |     | <b>9,948.938<br/>4</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2         | 3,773.876<br>2         | 0.1982        |     | 3,778.830<br>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<br>8         | 5,821.402<br>8         | 0.1529        |     | 5,825.225<br>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<br/>0</b> | <b>9,595.279<br/>0</b> | <b>0.3511</b> |     | <b>9,604.055<br/>4</b> |

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2         | 3,773.876<br>2         | 0.1982        |     | 3,778.830<br>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<br>8         | 5,821.402<br>8         | 0.1529        |     | 5,825.225<br>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<br/>0</b> | <b>9,595.279<br/>0</b> | <b>0.3511</b> |     | <b>9,604.055<br/>4</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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



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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

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

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

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

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

6.2 Area by SubCategory

Unmitigated

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

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

**6.2 Area by SubCategory**

**Mitigated**

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

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**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 |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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

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

**1.0 Project Characteristics**

**1.1 Land Usage**

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

**1.2 Other Project Characteristics**

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

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

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

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

## 2.0 Emissions Summary

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

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

**Unmitigated Construction**

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



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

**2.2 Overall Operational**

**Unmitigated Operational**

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

**Mitigated Operational**

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

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

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

### 3.0 Construction Detail

#### Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

#### OffRoad Equipment



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

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

Trips and VMT

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

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

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

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

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

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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



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

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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



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

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

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

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

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

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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



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

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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

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

6.2 Area by SubCategory

Unmitigated

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

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

**6.2 Area by SubCategory**

**Mitigated**

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

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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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**



## ***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.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.



Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

**Rosenfeld, P.E.**, J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

**Rosenfeld, P. E.**, M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

**Rosenfeld, P.E.**, and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

**Rosenfeld P. E.**, J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

**Rosenfeld, P.E.**, and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

**Rosenfeld, P.E.**, and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

**Rosenfeld, P. E.**, Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

**Rosenfeld, P.E.**, Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

**Rosenfeld, P.E.**, and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

**Rosenfeld, P.E.**, and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

**Rosenfeld, P.E.**, C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

**Rosenfeld, P.E.**, and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

**Rosenfeld, P.E.**, and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

**Rosenfeld, P. E.** (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

**Rosenfeld, P. E.** (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

**Rosenfeld, P. E.** (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

**Rosenfeld, P. E.** (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

**Rosenfeld, P. E.** (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

## **Presentations:**

**Rosenfeld, P.E.**, Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

**Rosenfeld, P.E.** (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

**Rosenfeld, P.E.** (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

**Rosenfeld, P. E.** (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Teaching Experience:**

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

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

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

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

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

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

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

## **Academic Grants Awarded:**

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

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

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

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

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

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

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

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

- In the United States District Court For The District of New Jersey  
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.  
Case No.: 2:17-cv-01624-ES-SCM  
Rosenfeld Deposition. 6-7-2019
- In the United States District Court of Southern District of Texas Galveston Division  
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”  
*Defendant*.  
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237  
Rosenfeld Deposition. 5-9-2019
- In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica  
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants  
Case No.: No. BC615636  
Rosenfeld Deposition, 1-26-2019
- In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica  
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants  
Case No.: No. BC646857  
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19
- In United States District Court For The District of Colorado  
Bells et al. Plaintiff vs. The 3M Company et al., Defendants  
Case: No 1:16-cv-02531-RBJ  
Rosenfeld Deposition, 3-15-2018 and 4-3-2018
- In The District Court Of Regan County, Texas, 112<sup>th</sup> Judicial District  
Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants  
Cause No 1923  
Rosenfeld Deposition, 11-17-2017
- In The Superior Court of the State of California In And For The County Of Contra Costa  
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants  
Cause No C12-01481  
Rosenfeld Deposition, 11-20-2017
- In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois  
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants  
Case No.: No. 0i9-L-2295  
Rosenfeld Deposition, 8-23-2017
- In The Superior Court of the State of California, For The County of Los Angeles  
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC  
Case No.: LC102019 (c/w BC582154)  
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018
- In the Northern District Court of Mississippi, Greenville Division  
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*  
Case Number: 4:16-cv-52-DMB-JVM  
Rosenfeld Deposition: July 2017

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

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

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

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

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

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

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

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

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

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

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

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

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

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



**EXHIBIT C**



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**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.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. O1**

Mitchell M. Tsai, Attorney

Mitchell M. Tsai Law Firm

On Behalf of Western States Regional Council of Carpenters

139 South Hudson Avenue, Suite 200

Pasadena, CA 91101

### **Response to Comment No. O1-1**

The comment provides an introduction to the Western States Regional Council of Carpenters (WSRCC) and its comments on the Project's Draft EIR. However, the comment provides a description of another project and not the Town Center Specific Plan Project. It is noted that WSRCC provided a follow-up letter on April 29, 2024 (labeled Letter No. O2 herein), which correctly describes the proposed Project. This comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. O1-2**

The comment states that WSRCC reserves the right to supplement the comments during the review of the Final EIR for the Project and prior to and after the public hearings. As noted above, the WSRCC provided a follow-up letter on April 29, 2024 (labeled Letter No. O2 herein). This comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. O1-3**

The City will continue to send the WSRCC notices related to the Project. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O1-4**

The comment provides research and opinions regarding the potential for the use of a local construction workforce to reduce greenhouse gas and air pollutant emissions as a result of reduced vehicle miles traveled by construction workers. Such research and opinions are noted. As concluded in the Draft EIR, the Project would not result in significant impacts related to GHG emissions or air quality during construction. The comment also discusses the use of a local workforce and the City's imposition of training requirements during Project construction to prevent the spread of COVID-19 and other infectious diseases. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O1-5**

The comment presents a draft technical report regarding local hire requirements and considerations for GHG modeling. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.



**Mitchell M. Tsai**  
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Suite 200  
Pasadena, California 91101

**VIA E-MAIL**

April 29, 2024

David Peterson,  
Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard  
Santa Clarita, CA 91355  
Ph: (661) 284-1406  
Em: [dpeterson@santa-clarita.com](mailto:dpeterson@santa-clarita.com)

**RE: City of Santa Clarita's Valencia Town Center Specific Plan,  
Draft Environmental Impact Report (SCH#: 2023120123).**

Dear David Peterson,

On behalf of the Western States Regional Council of Carpenters (“**Western Carpenters**” or “**WSRCC**”), our firm is submitting these comments for the City of Santa Clarita’s (“**City**”) March 2024 Draft Environmental Impact Report (“**DEIR**”) prepared in connection with the Valencia Town Center Specific Plan (“**TCSP**”) project (“**Project**”).

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

The Project’s TCSP area spans an approximately 111-acre area located in the community of Valencia within the City, and currently consists of 4 distinct subareas containing a variety of development types. Subarea 1 encompasses the largest development within the TCSP area, including the Valencia Town Center Mall (VTC Mall) with 1 million square feet of commercial space occupying 69 acres. Subarea 2, identified as Town Center East, is characterized by approximately 245,000 square feet of public services, office space, personal service, and retail development, including structures that house various Los Angeles County services (Sheriff’s Dept., Fire Dept., Superior Court, Planning Division, Building & Safety, etc.) the City’s library (Valencia

branch), and a 31,000 square foot commercial center. Subarea 3 includes approximately 460,000 square feet of commercial space composed of several office buildings measuring between four and six stories in height with ground-floor retail/restaurants/services, a twelve-theater cinema, several one- and two-story retail/office buildings, and two multilevel parking structures. Lastly, Subarea 4 is the smallest subarea within the TCSP area and is mostly vacant, with a retail location (coffee shop) currently under construction in the northeastern portion of the subarea. The remainder of Subarea 4 is entitled for the construction of a five-story hotel and free-standing restaurant, with rough grading completed, but no structures built.

The proposed Project is a long-range land use plan for the redevelopment of the TCSP area with the aim of creating a regional destination that incorporates a variety of mixed uses, including residential, commercial, dining, and entertainment, and establishes a framework for future development. The entire TCSP Area is zoned Regional Commercial (CR) and is located within the City's Jobs Creation Overlay Zone (JCOZ).

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

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

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

Moreover, the Western Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("CEQA") (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law ("Planning and Zoning Law") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and

O2-1  
Continued

O2-2

O2-3

California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

O2-3  
Continued

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

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

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

O2-4

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

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

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

[L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words,

well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.<sup>1</sup>

Furthermore, workforce policies have significant environmental benefits given that they improve an area’s jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program” can result in air pollutant reductions.<sup>2</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>3</sup>

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

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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> 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>4</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>.



other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

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

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

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

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

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

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<sup>5</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>.

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

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

**Construction Site Design:**

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

**Testing Procedures:**

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.

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

### **Planning**

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches)

communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.<sup>6</sup>

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

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

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

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

### III. THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations (“**CEQA Guidelines**”), § 15002, subd. (a)(1).<sup>8</sup> At its core, its purpose

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

<sup>7</sup> For details concerning Western Carpenters’ ICRA training program, see <https://icrahealthcare.com/>.

<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

is to “inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government[.]’” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564 (internal citation omitted).

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners of the City of Oakland* (2001) 91 Cal.App.4th 1344, 1354; *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 400. The Environmental Impact Report (EIR) serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines, § 15002, subd. (a)(2).

A public agency must prepare an EIR whenever substantial evidence supports a “fair argument” that a proposed project “may have a significant effect on the environment.” Pub. Res. Code, §§ 21100, 21151; CEQA Guidelines, §§ 15002, subds. (f)(1)-(2), 15063; *No Oil, supra*, 13 Cal.App.3d at p. 75; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 111-112. If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in Public Resources Code section 21081. See CEQA Guidelines, §§ 15092, subds. (b)(2)(A)-(B).

Essentially, should a lead agency be presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. CEQA Guidelines, §§ 15064(f)(1)-(2); see *No Oil, supra*, 13 Cal.App.3d at p. 75 (internal citations and quotations omitted). Substantial evidence includes “enough relevant information and reasonable inferences from this

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implementation of CEQA. 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. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 217.

information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.” CEQA Guidelines, § 15384, subd. (a).

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.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the “fair argument” standard under which an EIR must be prepared whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1602; *Friends of “B” St. v. City of Hayward* (1980) 106 Cal.3d 988, 1002.

The fair argument test stems from the statutory mandate that an EIR be prepared for any project that “may have a significant effect on the environment.” Pub. Res. Code, § 21151; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.App.3d 68, 75 (hereafter, “*No Oil*”); accord *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 884 (hereafter, “*Jensen*”). Under this test, if a proposed project is not exempt and may cause a significant effect on the environment, the lead agency must prepare an EIR. Pub. Res. Code, §§ 21100, subd. (a), 21151; CEQA Guidelines, §§ 15064, subds. (a)(1), (f)(1). An EIR may be dispensed with only if the lead agency finds no substantial evidence in the initial study or elsewhere in the record that the project may have a significant effect on the environment. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222

Cal.App.4th 768, 785. In such a situation, the lead agency *must* adopt a negative declaration. Pub. Res. Code, § 21080, subd. (c)(1); CEQA Guidelines, §§ 15063, subd. (b)(2), 15064, subd. (f)(3).

“Significant effect upon the environment” is defined as “a substantial or potentially substantial adverse change in the environment.” Pub. Res. Code, § 21068; CEQA Guidelines, § 15382. A project may have a significant effect on the environment if there is a reasonable probability that it will result in a significant impact. *No Oil, supra*, 13 Cal.App.3d at p. 83 fn. 16; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309 (hereafter, “*Sundstrom*”). If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, § 15063, subd. (b)(1); see *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1580.

This standard sets a “low threshold” for preparation of an EIR. *Consolidated Irrigation Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207; *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928; *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 580; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754; *Sundstrom, supra*, 202 Cal.App.3d at p. 310; *No Oil, supra*, 13 Cal.App.3d at p. 84; *County Sanitation, supra*, 127 Cal.App.4th at p. 1579. If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect. See *Jensen, supra*, 23 Cal.App.5th at p. 886; *Clevs Land & Livestock v. City of San Diego* (2017) 19 Cal.App.5th 161, 183; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Brentwood Assn. for No Drilling, Inc. v. City of Los Angeles* (1982) 134 Cal.App.3d 491; *Friends of “B” St.*, 106 Cal.App.3d 988; CEQA Guidelines, § 15064, subd. (f)(1). It “requires the preparation of an EIR where there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial[.]” *County Sanitation, supra*, 127 Cal.App.4th at p. 1580 (quoting CEQA Guidelines, § 15063, subd. (b)(1)).

Evidence supporting a fair argument of a significant environmental impact triggers preparation of an EIR regardless of whether the record contains contrary evidence. *League for Protection of Oakland’s Architectural and Historical Resources v. City of Oakland*

(1997) 52 Cal.App.4th 896, 904-905. “Where the question is the sufficiency of the evidence to support a fair argument, deference to the agency’s determination is not appropriate[.]” *County Sanitation, supra*, 127 Cal.App.4th at p. 1579 (quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317-1318).

The agency or the court should not weigh expert testimony or decide on the credibility of such evidence—this is the EIR’s responsibility. As stated in *Pocket Protectors v. City of Sacramento* (2004):

Unlike the situation where an EIR has been prepared, neither the lead agency nor a court may “weigh” conflicting substantial evidence to determine whether an EIR must be prepared in the first instance. Guidelines section 15064, subdivision (f)(1) provides in pertinent part: if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. Thus, as *Claremont* itself recognized, [c]onsideration is not to be given contrary evidence supporting the preparation of a negative declaration.

124 Cal.App.4th 903, 935 (internal citations and quotations omitted).

In cases where it is not clear whether there is substantial evidence of significant environmental impacts, CEQA mandates erring on the side of a “preference for resolving doubts in favor of environmental review.” *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 332 “The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language. *Friends of Mammoth v. Bd. of Supervisors* (1972) 8 Cal.3d 247, 259.

Further, it is the duty of the lead agency, not the public, to conduct the proper environmental studies. “The agency should not be allowed to hide behind its own failure to gather relevant data.” *Sundstrom, supra*, 202 Cal.App.3d at p. 311.

“Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences.” *Ibid*; see also *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1382 (lack of study enlarges the scope of the fair argument which may be made based on the limited facts in the record).



Thus, refusal to complete recommended studies lowers the already low threshold to establish a fair argument. The court may not exercise its independent judgment on the omitted material by determining whether the ultimate decision of the lead agency would have been affected had the law been followed. *Environmental Protection Information Center v. Cal. Dept. of Forestry* (2008) 44 Cal.4th 459, 486 (internal citations and quotations omitted). The remedy for this deficiency would be for the trial court to issue a writ of mandate. *Ibid.*

While the courts review an EIR using an ‘abuse of discretion’ standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Keep Jets, supra*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights, supra*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Ibid.* Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the First District Court of Appeal has previously stated, 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. *Berkeley Keep Jets, supra*, 91 Cal.App.4th at p. 1355 (internal quotations omitted).

Both the review for failure to follow CEQA’s procedures and the fair argument test are questions of law, thus, the de novo standard of review applies. *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435. Whether the agency’s record contains substantial evidence that would support a fair argument that the project may have a significant effect on the environment is treated as a question of law. *Consolidated Irrigation Dist., supra*, 204 Cal.App.4th at p. 207; Kostka and Zischke, *Practice Under the Environmental Quality Act* (2017, 2d ed.) at § 6.76.

#### **IV. THE DEIR IS INADEQUATE UNDER CEQA**

##### **A. 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

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, a DEIR 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.

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 Omits Critical Supporting Information Regarding the Project’s Energy Use Impacts and Improperly Finds that the Project’s Energy Use Impacts Would Be Less Than Significant***

Environmental documents must provide technical details, not merely conclusory findings, to support their determinations. [A]n EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. CEQA Guidelines § 15147; *San Franciscans for Reasonable Growth*

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*v. City & County of San Francisco* (1987) 193 Cal.App.3d 1544, 1549 (“All technical data, however, need not be included in the body of report, but may be relegated to appendices [citation omitted] or may be contained in separate source documents which are not formally a part of the document.”). An EIR shall cite all documents used in its preparation . . . .” CEQA Guidelines § 15148. An environmental document may incorporate by reference another document so long as the document is made available for inspection to the public. CEQA Guidelines § 15150.

Here, the DEIR concludes that the Project’s energy use impacts will be less than significant and therefore no mitigation is required. However, the City premises this determination on faulty and self-serving analysis whereby it compares the Project’s anticipated net increase in energy uses (i.e., the total anticipated Project energy uses, less the current estimated energy uses in the TCSP area) to the estimated energy uses of all of Los Angeles County. See DEIR at pp. 4.4-10-12, Table 4.4-6. The City then applies this flawed method in making the determination that the proposed Project’s anticipated energy uses will, in most cases, account for less than 1% of the energy uses of all of LA County, and on that basis, speciously concludes that the Project will have no significant energy use impacts. *Id.*

At no point does the City come remotely close to justifying the relevance of its comparison between the Project’s anticipated net increase of energy uses in the TCSP area and the total energy consumed by LA County for purposes of assessing a project’s environmental impacts. Indeed, a mere 111-acre area (0.173 square miles) with some assorted mixed-use development constructed upon it, by its very nature, and under practically any imaginable circumstance, would inevitably account for only a miniscule fraction of the total energy consumed by an entire county made up of over 4,000 square miles, over 297,000 employers, and over 9.7 million residents.<sup>9</sup> Comparing the TCSP’s anticipated energy use impacts to the energy use of all of LA County is quite simply completely unjustified here.

The more pertinent and legally appropriate analysis for the Project’s energy use impacts would be for the DEIR to consider the percentage increase in energy use that the Project presents compared to the existing energy uses in the TCSP area. When that appropriate comparison is undertaken, the Project’s energy use impacts become substantial and unignorable. To underscore the true anticipated energy impacts of the

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<sup>9</sup> See United States Census Bureau, QuickFacts, Los Angeles County, California, United States Census: <https://www.census.gov/quickfacts/fact/table/losangelescountycalifornia,CA/PST045222>

proposed Project, even for the Low Buildout alternative contemplated under the TCSP (i.e., the least energy-intensive option), the operational electricity consumption for the TCSP area would increase by 53.5% (13,920 MWh), the operational natural gas consumption would increase by 80.9% (398,695 therms), and the operational automotive fuel consumption would increase by 71.4% (2,645,997 gallons) when compared to the TCSP area's existing energy use. See DEIR at pp.4.4-9-10, Tables 4.4-2 & 4.4-3. Further to that, the Project also contemplates the consumption of an additional 13,342,717 gallons of fuel to be consumed as part of off-road and on-road construction activities. These figures amount to significant increases in energy consumption within the TCSP area and the City itself. Tellingly, the City has failed to provide any data or analysis regarding the energy consumption occurring strictly within its borders.

Given the size of Los Angeles County relative to the City and the TCSP area, if the City remains intent on applying a geographical constraint to facilitate its assessment the impacts of the Project, a far more sensible and appropriate approach would be to determine the percentage or proportion of *the City's* energy uses that the Project's anticipated net increases in energy uses would account for.

Additionally, in assessing the Project's cumulative energy use impacts, the DEIR then inconsistently applies the overall service area for the applicable regional utilities (Southern California Edison ("SCE") and SoCal Gas) as the geographic context for its study on electricity and natural gas energy uses, only to again conclude that the Project's cumulative energy use impacts would not be substantial. In that respect, the City has continued to apply egregiously flawed analysis of the Project's energy use.

SCE is one of the nation's largest electric utilities serving approximately 15 million people in a 50,000 square-mile service area spanning from Mono County in the north to Orange County in the south, along the Pacific Ocean to the California border in the east. Meanwhile, SoCal Gas is the nation's largest natural gas distribution utility, serving approximately 20.9 million consumers in more than 500 communities spanning approximately 20,000 square miles from San Luis Obispo County down to the U.S.-Mexico border. Each of these utilities thus services an area that dwarfs the size of the TCSP area, as well as the City. Meanwhile, for the purposes of assessing cumulative transportation-related energy use, the DEIR has incongruously selected Los Angeles County as its geographic boundary, and then finds that the Project and related projects would cumulatively increase the demand upon transportation-related fuel. See DEIR at

p. 16. In this regard, the DEIR’s cumulative energy use analysis is also inconsistent, unsupported, and improper. The City should instead revise the DEIR to reflect an analysis of the Project’s projected energy demands relative to the energy demands of Los Angeles County in order to determine whether the energy use impacts are substantial in nature.

Based on the foregoing, and in spite of the conclusions set forth in the DEIR, there is substantial evidence of the potential for the Project’s energy use to present a significant environmental impact. As such, the DEIR must, at a minimum, be revised and recirculated consider and resolve this conflict in the evidence. See *Visalia Retail, supra*, 20 Cal. App. 5th at 17; see also *Amador Waterways, supra*, (2004) 116 Cal. App. 4th at 1109.

2. ***The DEIR Omits Critical Supporting Information Regarding the Project’s Greenhouse Gas Emissions Impacts and Improperly Finds that the Project’s GHG Impacts Would Be Less Than Significant***

Similar to the deficiencies identified above regarding the DEIR’s faulty analysis of the Project’s projected energy use, the DEIR fails to properly analyze the impacts associated with the Project’s projected greenhouse gas (“GHG”) emissions. Even under the Low Buildout scenario contemplated by the TCSP, the DEIR anticipates a net increase in GHG emissions of 22,487.05 MTCO<sub>2e</sub>/year. See DEIR at p. 4.6-17. This figure includes a net increase in mobile source GHG emissions, despite that the DEIR separately claims that the Project will result in an overall reduction of VMT.

As stated in the Office of Planning Research’s (“OPR”) technical advisory in 2018:

VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel.

Despite the Project’s clear GHG emissions impact in direct contravention of SB 32’s GHG reduction goals, the DEIR draws the conclusion that the impact will not be substantial in character based solely on the determination that the parameters of the

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Project are consistent with the CARB 2022 Scoping Plan, SCAG’s 2020-2045 RTP/SCS, and the City’s General Plan. DEIR at p. 4.6-23. Yet, in the same breath, the DEIR admits that the “Project does not propose design features with the specific intent of reducing GHG emissions.” DEIR at p. 4.6-12. The DEIR fails to cite any authority for the proposition that the plan-consistency of a project effectively reduces the project’s GHG emissions impacts to an insubstantial level, such that the project is thereby relieved of its obligation to implement specific measures aimed at mitigating the increase in the GHG emissions that it will otherwise generate.

Moreover, the Project is not consistent with the CARB 2022 Scoping Plan, as claimed by the DEIR. Indeed, the first action item in the Scoping Plan is reduce GHG emissions “40% below 1990 levels by 2030.”<sup>10</sup> Meanwhile, the DEIR makes no accommodation to ensure the Project’s consistency with this unequivocally applicable component of the CARB Scoping Plan, and instead stands on its intention to increase overall GHG emissions. DEIR at p. 4.6-23. The CARB Scoping Plan also sets forth the action item that new residential and commercial buildings will have “[a]ll electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.”<sup>11</sup> In response, the DEIR claims that the Project need not comply with this action item at this time because “the City has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. Additionally, the City also does not have any policy that requires an all-electric development.” DEIR at p. 4.6-19, Table 4.6-7. While continuing to tout its consistency with the CARB Scoping Plan, the DEIR goes on to ambiguously state that the Project will comply with any such policies related to all-electric development that the City should adopt in the future, if applicable. *Id.*

Despite the clear path presented by the CARB Scoping Plan for reducing GHG emissions, the DEIR declines to hold the Project to that standard, and instead defers any potential mitigation in that regard to an unknown future time when such mitigating measures may be formalized by the City’s policies. This determination in the DEIR undermines the Project’s consistency with the CARB Scoping Plan, and by extension, the DEIR’s compliance with CEQA’s mandate to identify and mitigate significant environmental impacts.

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<sup>10</sup> California Air Resources Board 2022 Scoping Plan at p. 72;  
<https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

<sup>11</sup> *Id.* at p. 75

### 3. *The DEIR's Air Quality Mitigation Fails to Consider All Feasible Mitigation Measures*

A fundamental purpose of an EIR is to identify ways in which a proposed project's significant environmental impacts can be mitigated or avoided. Pub. Res. Code §§ 21002.1(a), 21061. To implement this statutory purpose, an EIR must describe any feasible mitigation measures that can minimize the project's significant environmental effects. PRC §§ 21002.1(a), 21100(b)(3); CEQA Guidelines §§ 15121(a), 15126.4(a).

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” PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(A); and find that “specific overriding economic, legal, social, technology or other benefits of the project outweigh the significant effects on the environment.” PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(B). “A gloomy forecast of environmental degradation is of little or no value without pragmatic, concrete means to minimize the impacts and restore ecological equilibrium.” *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039.

According to CEQA Guidelines, “[w]hen an EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment.” CEQA Guidelines Section 15096(g)(2). The DEIR concludes that the Project will have significant Air Quality impacts, since the “Proposed Project would generate long-term emissions that may exceed SCAQMD’s regional significance thresholds and cumulatively contribute to the non-attainment designations of the SCAB.” DEIR, p. 4.2-25. As such, the Project proposes to follow certain regulatory requirements and proposes mitigation measure MM-AG-1 to further reduce construction and operational air quality impacts. DEIR, 4.2-24. Notwithstanding, the DEIR concludes the Project’s air quality impacts associated are “significant and unavoidable” DEIR at p. 4.2-25.

However, an impact can only be labeled as significant-and-unavoidable after all available, feasible mitigation is considered and the EIR lacks substantial evidence to support a finding that no other feasible mitigation existed to mitigate Project’s significant impacts. Here, the mitigation measure, MM-AQ-1, includes optional

language (“consideration of”) when discussing the incorporation of “energy-efficient design features beyond those required by the [Cal Green Building Code]” in the construction of the project, and use of “electric landscape maintenance equipment.” DEIR at p. 4.2-24.

Given the current anticipated air quality impacts of the Project are considered substantial and unavoidable, such air quality-preserving mitigation measures should not be framed as optional or deferred for a later decision. Rather, the mitigation measure should confirm that energy-efficient building design features and electric landscape maintenance equipment will be deployed in connection with the Project. At a minimum, the DEIR should be revised and recirculated to incorporate these items as mandatory components of mitigation measure MM-AQ-1.

## V. CONCLUSION

Western Carpenters submits that the City is required by CEQA to, at a minimum, revise and recirculate the DEIR for the Project to address the aforementioned concerns. Absent doing so, any approval of this Project would violate CEQA and subvert the public environmental review process. If the City has any questions or concerns regarding the foregoing, please do not hesitate to contact this office.

Sincerely,



Jeremy H. Herwitt

Attorneys for Western States Regional Council of Carpenters

Attached:

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

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

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

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Continued

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**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**

---

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

<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>

| <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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<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.

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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.

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Continued

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<br/>(miles)</b> | <b>Urban H-W<br/>(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**

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

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

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

| 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  |

## 2.0 Emissions Summary

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

**2.1 Overall Construction**

**Unmitigated Construction**

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

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

**2.1 Overall Construction**

**Mitigated Construction**

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

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

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

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

**2.2 Overall Operational**  
**Unmitigated Operational**

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



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

**2.2 Overall Operational**

**Mitigated Operational**

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

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

**3.0 Construction Detail**

**Construction Phase**

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

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

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

**OffRoad Equipment**

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

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

**Trips and VMT**

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**

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

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

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

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

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



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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

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

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

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

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

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



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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

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

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

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

**Mitigated Construction On-Site**

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

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

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

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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 Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy



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

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

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

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

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

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**5.3 Energy by Land Use - Electricity**

**Mitigated**

|                                     | Electricity Use | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kWh/yr          | MT/yr             |               |               |                   |
| Apartments Low Rise                 | 106010          | 33.7770           | 1.3900e-003   | 2.9000e-004   | 33.8978           |
| Apartments Mid Rise                 | 3.94697e+006    | 1,257.5879        | 0.0519        | 0.0107        | 1,262.0869        |
| General Office Building             | 584550          | 186.2502          | 7.6900e-003   | 1.5900e-003   | 186.9165          |
| High Turnover (Sit Down Restaurant) | 1.58904e+006    | 506.3022          | 0.0209        | 4.3200e-003   | 508.1135          |
| Hotel                               | 550308          | 175.3399          | 7.2400e-003   | 1.5000e-003   | 175.9672          |
| Quality Restaurant                  | 353120          | 112.5116          | 4.6500e-003   | 9.6000e-004   | 112.9141          |
| Regional Shopping Center            | 756000          | 240.8778          | 9.9400e-003   | 2.0600e-003   | 241.7395          |
| <b>Total</b>                        |                 | <b>2,512.6465</b> | <b>0.1037</b> | <b>0.0215</b> | <b>2,521.6356</b> |

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|             | ROG     | NOx    | CO      | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O         | CO2e     |
|-------------|---------|--------|---------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| Category    | tons/yr |        |         |             |               |              |            |                |               |             | MT/yr    |           |           |        |             |          |
| Mitigated   | 5.1437  | 0.2950 | 10.3804 | 1.6700e-003 |               | 0.0714       | 0.0714     |                | 0.0714        | 0.0714      | 0.0000   | 220.9670  | 220.9670  | 0.0201 | 3.7400e-003 | 222.5835 |
| Unmitigated | 5.1437  | 0.2950 | 10.3804 | 1.6700e-003 |               | 0.0714       | 0.0714     |                | 0.0714        | 0.0714      | 0.0000   | 220.9670  | 220.9670  | 0.0201 | 3.7400e-003 | 222.5835 |

6.2 Area by SubCategory

Unmitigated

|                       | ROG           | NOx           | CO             | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O                | CO2e            |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| SubCategory           | tons/yr       |               |                |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |                    |                 |
| Architectural Coating | 0.4137        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Consumer Products     | 4.3998        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Hearth                | 0.0206        | 0.1763        | 0.0750         | 1.1200e-003        |               | 0.0143        | 0.0143        |                | 0.0143        | 0.0143        | 0.0000        | 204.1166        | 204.1166        | 3.9100e-003   | 3.7400e-003        | 205.3295        |
| Landscaping           | 0.3096        | 0.1187        | 10.3054        | 5.4000e-004        |               | 0.0572        | 0.0572        |                | 0.0572        | 0.0572        | 0.0000        | 16.8504         | 16.8504         | 0.0161        | 0.0000             | 17.2540         |
| <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> |

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**6.2 Area by SubCategory**

**Mitigated**

|                       | ROG           | NOx           | CO             | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O                | CO2e            |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| SubCategory           | tons/yr       |               |                |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |                    |                 |
| Architectural Coating | 0.4137        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Consumer Products     | 4.3998        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Hearth                | 0.0206        | 0.1763        | 0.0750         | 1.1200e-003        |               | 0.0143        | 0.0143        |                | 0.0143        | 0.0143        | 0.0000        | 204.1166        | 204.1166        | 3.9100e-003   | 3.7400e-003        | 205.3295        |
| Landscaping           | 0.3096        | 0.1187        | 10.3054        | 5.4000e-004        |               | 0.0572        | 0.0572        |                | 0.0572        | 0.0572        | 0.0000        | 16.8504         | 16.8504         | 0.0161        | 0.0000             | 17.2540         |
| <b>Total</b>          | <b>5.1437</b> | <b>0.2950</b> | <b>10.3804</b> | <b>1.6600e-003</b> |               | <b>0.0714</b> | <b>0.0714</b> |                | <b>0.0714</b> | <b>0.0714</b> | <b>0.0000</b> | <b>220.9670</b> | <b>220.9670</b> | <b>0.0201</b> | <b>3.7400e-003</b> | <b>222.5835</b> |

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|             | Total CO2 | CH4    | N2O    | CO2e     |
|-------------|-----------|--------|--------|----------|
| Category    | MT/yr     |        |        |          |
| Mitigated   | 585.8052  | 3.0183 | 0.0755 | 683.7567 |
| Unmitigated | 585.8052  | 3.0183 | 0.0755 | 683.7567 |



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**7.2 Water by Land Use**

**Unmitigated**

|                                     | Indoor/Outdoor Use | Total CO2       | CH4           | N2O           | CO2e            |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use                            | Mgal               | MT/yr           |               |               |                 |
| Apartments Low Rise                 | 1.62885 / 1.02688  | 10.9095         | 0.0535        | 1.3400e-003   | 12.6471         |
| Apartments Mid Rise                 | 63.5252 / 40.0485  | 425.4719        | 2.0867        | 0.0523        | 493.2363        |
| General Office Building             | 7.99802 / 4.90201  | 53.0719         | 0.2627        | 6.5900e-003   | 61.6019         |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702         | 0.3580        | 8.8200e-003   | 62.8482         |
| Hotel                               | 1.26834 / 0.140927 | 6.1633          | 0.0416        | 1.0300e-003   | 7.5079          |
| Quality Restaurant                  | 2.42827 / 0.154996 | 11.3934         | 0.0796        | 1.9600e-003   | 13.9663         |
| Regional Shopping Center            | 4.14806 / 2.54236  | 27.5250         | 0.1363        | 3.4200e-003   | 31.9490         |
| <b>Total</b>                        |                    | <b>585.8052</b> | <b>3.0183</b> | <b>0.0755</b> | <b>683.7567</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**7.2 Water by Land Use**

**Mitigated**

|                                     | Indoor/Outdoor Use | Total CO2       | CH4           | N2O           | CO2e            |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use                            | Mgal               | MT/yr           |               |               |                 |
| Apartments Low Rise                 | 1.62885 / 1.02688  | 10.9095         | 0.0535        | 1.3400e-003   | 12.6471         |
| Apartments Mid Rise                 | 63.5252 / 40.0485  | 425.4719        | 2.0867        | 0.0523        | 493.2363        |
| General Office Building             | 7.99802 / 4.90201  | 53.0719         | 0.2627        | 6.5900e-003   | 61.6019         |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702         | 0.3580        | 8.8200e-003   | 62.8482         |
| Hotel                               | 1.26834 / 0.140927 | 6.1633          | 0.0416        | 1.0300e-003   | 7.5079          |
| Quality Restaurant                  | 2.42827 / 0.154996 | 11.3934         | 0.0796        | 1.9600e-003   | 13.9663         |
| Regional Shopping Center            | 4.14806 / 2.54236  | 27.5250         | 0.1363        | 3.4200e-003   | 31.9490         |
| <b>Total</b>                        |                    | <b>585.8052</b> | <b>3.0183</b> | <b>0.0755</b> | <b>683.7567</b> |

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**Category/Year**

|             | Total CO2 | CH4     | N2O    | CO2e     |
|-------------|-----------|---------|--------|----------|
|             | MT/yr     |         |        |          |
| Mitigated   | 207.8079  | 12.2811 | 0.0000 | 514.8354 |
| Unmitigated | 207.8079  | 12.2811 | 0.0000 | 514.8354 |

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**8.2 Waste by Land Use**

**Unmitigated**

|                                     | Waste Disposed | Total CO2       | CH4            | N2O           | CO2e            |
|-------------------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use                            | tons           | MT/yr           |                |               |                 |
| Apartments Low Rise                 | 11.5           | 2.3344          | 0.1380         | 0.0000        | 5.7834          |
| Apartments Mid Rise                 | 448.5          | 91.0415         | 5.3804         | 0.0000        | 225.5513        |
| General Office Building             | 41.85          | 8.4952          | 0.5021         | 0.0000        | 21.0464         |
| High Turnover (Sit Down Restaurant) | 428.4          | 86.9613         | 5.1393         | 0.0000        | 215.4430        |
| Hotel                               | 27.38          | 5.5579          | 0.3285         | 0.0000        | 13.7694         |
| Quality Restaurant                  | 7.3            | 1.4818          | 0.0876         | 0.0000        | 3.6712          |
| Regional Shopping Center            | 58.8           | 11.9359         | 0.7054         | 0.0000        | 29.5706         |
| <b>Total</b>                        |                | <b>207.8079</b> | <b>12.2811</b> | <b>0.0000</b> | <b>514.8354</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**8.2 Waste by Land Use**

**Mitigated**

|                                     | Waste Disposed | Total CO2       | CH4            | N2O           | CO2e            |
|-------------------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use                            | tons           | MT/yr           |                |               |                 |
| Apartments Low Rise                 | 11.5           | 2.3344          | 0.1380         | 0.0000        | 5.7834          |
| Apartments Mid Rise                 | 448.5          | 91.0415         | 5.3804         | 0.0000        | 225.5513        |
| General Office Building             | 41.85          | 8.4952          | 0.5021         | 0.0000        | 21.0464         |
| High Turnover (Sit Down Restaurant) | 428.4          | 86.9613         | 5.1393         | 0.0000        | 215.4430        |
| Hotel                               | 27.38          | 5.5579          | 0.3285         | 0.0000        | 13.7694         |
| Quality Restaurant                  | 7.3            | 1.4818          | 0.0876         | 0.0000        | 3.6712          |
| Regional Shopping Center            | 58.8           | 11.9359         | 0.7054         | 0.0000        | 29.5706         |
| <b>Total</b>                        |                | <b>207.8079</b> | <b>12.2811</b> | <b>0.0000</b> | <b>514.8354</b> |

**9.0 Operational Offroad**

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**Village South Specific Plan (Proposed)**  
**Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

| Land Uses                           | Size   | Metric        | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building             | 45.00  | 1000sqft      | 1.03        | 45,000.00          | 0          |
| High Turnover (Sit Down Restaurant) | 36.00  | 1000sqft      | 0.83        | 36,000.00          | 0          |
| Hotel                               | 50.00  | Room          | 1.67        | 72,600.00          | 0          |
| Quality Restaurant                  | 8.00   | 1000sqft      | 0.18        | 8,000.00           | 0          |
| Apartments Low Rise                 | 25.00  | Dwelling Unit | 1.56        | 25,000.00          | 72         |
| Apartments Mid Rise                 | 975.00 | Dwelling Unit | 25.66       | 975,000.00         | 2789       |
| Regional Shopping Center            | 56.00  | 1000sqft      | 1.29        | 56,000.00          | 0          |

**1.2 Other Project Characteristics**

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 33    |
| <b>Climate Zone</b>             | 9                          |                                 |       | <b>Operational Year</b>          | 2028  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 702.44                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 0.006 |

**1.3 User Entered Comments & Non-Default Data**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

| Table Name      | Column Name       | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | NumberWood        | 1.25          | 0.00      |
| tblFireplaces   | NumberWood        | 48.75         | 0.00      |
| tblVehicleTrips | ST_TR             | 7.16          | 6.17      |
| tblVehicleTrips | ST_TR             | 6.39          | 3.87      |
| tblVehicleTrips | ST_TR             | 2.46          | 1.39      |
| tblVehicleTrips | ST_TR             | 158.37        | 79.82     |
| tblVehicleTrips | ST_TR             | 8.19          | 3.75      |
| tblVehicleTrips | ST_TR             | 94.36         | 63.99     |
| tblVehicleTrips | ST_TR             | 49.97         | 10.74     |
| tblVehicleTrips | SU_TR             | 6.07          | 6.16      |
| tblVehicleTrips | SU_TR             | 5.86          | 4.18      |
| tblVehicleTrips | SU_TR             | 1.05          | 0.69      |
| tblVehicleTrips | SU_TR             | 131.84        | 78.27     |



## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|                 |                    |        |       |
|-----------------|--------------------|--------|-------|
| tblVehicleTrips | SU_TR              | 5.95   | 3.20  |
| tblVehicleTrips | SU_TR              | 72.16  | 57.65 |
| tblVehicleTrips | SU_TR              | 25.24  | 6.39  |
| tblVehicleTrips | WD_TR              | 6.59   | 5.83  |
| tblVehicleTrips | WD_TR              | 6.65   | 4.13  |
| tblVehicleTrips | WD_TR              | 11.03  | 6.41  |
| tblVehicleTrips | WD_TR              | 127.15 | 65.80 |
| tblVehicleTrips | WD_TR              | 8.17   | 3.84  |
| tblVehicleTrips | WD_TR              | 89.95  | 62.64 |
| tblVehicleTrips | WD_TR              | 42.70  | 9.43  |
| tblWoodstoves   | NumberCatalytic    | 1.25   | 0.00  |
| tblWoodstoves   | NumberCatalytic    | 48.75  | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 1.25   | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 48.75  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |

## 2.0 Emissions Summary

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

|                | ROG             | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year           | lb/day          |                |                |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| 2021           | 4.2769          | 46.4588        | 31.6840        | 0.0643        | 18.2675        | 2.0461        | 20.3135        | 9.9840         | 1.8824        | 11.8664        | 0.0000        | 6,234.7974         | 6,234.7974         | 1.9495        | 0.0000        | 6,283.5352         |
| 2022           | 5.3304          | 38.8967        | 49.5629        | 0.1517        | 9.8688         | 1.6366        | 10.7727        | 3.6558         | 1.5057        | 5.1615         | 0.0000        | 15,251.5674        | 15,251.5674        | 1.9503        | 0.0000        | 15,278.5288        |
| 2023           | 4.8957          | 26.3317        | 46.7567        | 0.1472        | 9.8688         | 0.7794        | 10.6482        | 2.6381         | 0.7322        | 3.3702         | 0.0000        | 14,807.5269        | 14,807.5269        | 1.0250        | 0.0000        | 14,833.1521        |
| 2024           | 237.1630        | 9.5575         | 15.1043        | 0.0244        | 1.7884         | 0.4698        | 1.8628         | 0.4743         | 0.4322        | 0.5476         | 0.0000        | 2,361.3989         | 2,361.3989         | 0.7177        | 0.0000        | 2,379.3421         |
| <b>Maximum</b> | <b>237.1630</b> | <b>46.4588</b> | <b>49.5629</b> | <b>0.1517</b> | <b>18.2675</b> | <b>2.0461</b> | <b>20.3135</b> | <b>9.9840</b>  | <b>1.8824</b> | <b>11.8664</b> | <b>0.0000</b> | <b>15,251.5674</b> | <b>15,251.5674</b> | <b>1.9503</b> | <b>0.0000</b> | <b>15,278.5288</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00          | 0.00         | 0.00       | 0.00           | 0.00          | 0.00        | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

### 3.0 Construction Detail

#### Construction Phase

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date   | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1            | Demolition            | Demolition            | 9/1/2021   | 10/12/2021 | 5             | 30       |                   |
| 2            | Site Preparation      | Site Preparation      | 10/13/2021 | 11/9/2021  | 5             | 20       |                   |
| 3            | Grading               | Grading               | 11/10/2021 | 1/11/2022  | 5             | 45       |                   |
| 4            | Building Construction | Building Construction | 1/12/2022  | 12/12/2023 | 5             | 500      |                   |
| 5            | Paving                | Paving                | 12/13/2023 | 1/30/2024  | 5             | 35       |                   |
| 6            | Architectural Coating | Architectural Coating | 1/31/2024  | 3/19/2024  | 5             | 35       |                   |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Phase Name            | Offroad Equipment Type    | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition            | Concrete/Industrial Saws  | 1      | 8.00        | 81          | 0.73        |
| Demolition            | Excavators                | 3      | 8.00        | 158         | 0.38        |
| Demolition            | Rubber Tired Dozers       | 2      | 8.00        | 247         | 0.40        |
| Site Preparation      | Rubber Tired Dozers       | 3      | 8.00        | 247         | 0.40        |
| Site Preparation      | Tractors/Loaders/Backhoes | 4      | 8.00        | 97          | 0.37        |
| Grading               | Excavators                | 2      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Scrapers                  | 2      | 8.00        | 367         | 0.48        |
| Grading               | Tractors/Loaders/Backhoes | 2      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 7.00        | 231         | 0.29        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 3      | 7.00        | 97          | 0.37        |
| Building Construction | Welders                   | 1      | 8.00        | 46          | 0.45        |
| Paving                | Pavers                    | 2      | 8.00        | 130         | 0.42        |
| Paving                | Paving Equipment          | 2      | 8.00        | 132         | 0.36        |
| Paving                | Rollers                   | 2      | 8.00        | 80          | 0.38        |
| Architectural Coating | Air Compressors           | 1      | 6.00        | 78          | 0.48        |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition            | 6                       | 15.00              | 0.00               | 458.00              | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Site Preparation      | 7                       | 18.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 8                       | 20.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 801.00             | 143.00             | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 160.00             | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        |          | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> |          | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1273        | 4.0952        | 0.9602        | 0.0119        | 0.2669        | 0.0126        | 0.2795        | 0.0732         | 0.0120        | 0.0852        |          | 1,292.2413        | 1,292.2413        | 0.0877        |     | 1,294.4337        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0643        | 0.0442        | 0.6042        | 1.7100e-003   | 0.1677        | 1.3500e-003   | 0.1690        | 0.0445         | 1.2500e-003   | 0.0457        |          | 170.8155          | 170.8155          | 5.0300e-003   |     | 170.9413          |
| <b>Total</b> | <b>0.1916</b> | <b>4.1394</b> | <b>1.5644</b> | <b>0.0136</b> | <b>0.4346</b> | <b>0.0139</b> | <b>0.4485</b> | <b>0.1176</b>  | <b>0.0133</b> | <b>0.1309</b> |          | <b>1,463.0568</b> | <b>1,463.0568</b> | <b>0.0927</b> |     | <b>1,465.3750</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        | 0.0000        | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> | <b>0.0000</b> | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1273        | 4.0952        | 0.9602        | 0.0119        | 0.2669        | 0.0126        | 0.2795        | 0.0732         | 0.0120        | 0.0852        |          | 1,292.2413        | 1,292.2413        | 0.0877        |     | 1,294.4337        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0643        | 0.0442        | 0.6042        | 1.7100e-003   | 0.1677        | 1.3500e-003   | 0.1690        | 0.0445         | 1.2500e-003   | 0.0457        |          | 170.8155          | 170.8155          | 5.0300e-003   |     | 170.9413          |
| <b>Total</b> | <b>0.1916</b> | <b>4.1394</b> | <b>1.5644</b> | <b>0.0136</b> | <b>0.4346</b> | <b>0.0139</b> | <b>0.4485</b> | <b>0.1176</b>  | <b>0.0133</b> | <b>0.1309</b> |          | <b>1,463.0568</b> | <b>1,463.0568</b> | <b>0.0927</b> |     | <b>1,465.3750</b> |

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         |          | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> |          | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0772        | 0.0530        | 0.7250        | 2.0600e-003        | 0.2012        | 1.6300e-003        | 0.2028        | 0.0534         | 1.5000e-003        | 0.0549        |          | 204.9786        | 204.9786        | 6.0400e-003        |     | 205.1296        |
| <b>Total</b> | <b>0.0772</b> | <b>0.0530</b> | <b>0.7250</b> | <b>2.0600e-003</b> | <b>0.2012</b> | <b>1.6300e-003</b> | <b>0.2028</b> | <b>0.0534</b>  | <b>1.5000e-003</b> | <b>0.0549</b> |          | <b>204.9786</b> | <b>204.9786</b> | <b>6.0400e-003</b> |     | <b>205.1296</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         | 0.0000        | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> | <b>0.0000</b> | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0772        | 0.0530        | 0.7250        | 2.0600e-003        | 0.2012        | 1.6300e-003        | 0.2028        | 0.0534         | 1.5000e-003        | 0.0549        |          | 204.9786        | 204.9786        | 6.0400e-003        |     | 205.1296        |
| <b>Total</b> | <b>0.0772</b> | <b>0.0530</b> | <b>0.7250</b> | <b>2.0600e-003</b> | <b>0.2012</b> | <b>1.6300e-003</b> | <b>0.2028</b> | <b>0.0534</b>  | <b>1.5000e-003</b> | <b>0.0549</b> |          | <b>204.9786</b> | <b>204.9786</b> | <b>6.0400e-003</b> |     | <b>205.1296</b> |

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        |          | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> |          | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0857        | 0.0589        | 0.8056        | 2.2900e-003        | 0.2236        | 1.8100e-003        | 0.2254        | 0.0593         | 1.6600e-003        | 0.0610        |          | 227.7540        | 227.7540        | 6.7100e-003        |     | 227.9217        |
| <b>Total</b> | <b>0.0857</b> | <b>0.0589</b> | <b>0.8056</b> | <b>2.2900e-003</b> | <b>0.2236</b> | <b>1.8100e-003</b> | <b>0.2254</b> | <b>0.0593</b>  | <b>1.6600e-003</b> | <b>0.0610</b> |          | <b>227.7540</b> | <b>227.7540</b> | <b>6.7100e-003</b> |     | <b>227.9217</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        | 0.0000        | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> | <b>0.0000</b> | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0857        | 0.0589        | 0.8056        | 2.2900e-003        | 0.2236        | 1.8100e-003        | 0.2254        | 0.0593         | 1.6600e-003        | 0.0610        |          | 227.7540        | 227.7540        | 6.7100e-003        |     | 227.9217        |
| <b>Total</b> | <b>0.0857</b> | <b>0.0589</b> | <b>0.8056</b> | <b>2.2900e-003</b> | <b>0.2236</b> | <b>1.8100e-003</b> | <b>0.2254</b> | <b>0.0593</b>  | <b>1.6600e-003</b> | <b>0.0610</b> |          | <b>227.7540</b> | <b>227.7540</b> | <b>6.7100e-003</b> |     | <b>227.9217</b> |

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        |          | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> |          | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0803        | 0.0532        | 0.7432        | 2.2100e-003        | 0.2236        | 1.7500e-003        | 0.2253        | 0.0593         | 1.6100e-003        | 0.0609        |          | 219.7425        | 219.7425        | 6.0600e-003        |     | 219.8941        |
| <b>Total</b> | <b>0.0803</b> | <b>0.0532</b> | <b>0.7432</b> | <b>2.2100e-003</b> | <b>0.2236</b> | <b>1.7500e-003</b> | <b>0.2253</b> | <b>0.0593</b>  | <b>1.6100e-003</b> | <b>0.0609</b> |          | <b>219.7425</b> | <b>219.7425</b> | <b>6.0600e-003</b> |     | <b>219.8941</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        | 0.0000        | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> | <b>0.0000</b> | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0803        | 0.0532        | 0.7432        | 2.2100e-003        | 0.2236        | 1.7500e-003        | 0.2253        | 0.0593         | 1.6100e-003        | 0.0609        |          | 219.7425        | 219.7425        | 6.0600e-003        |     | 219.8941        |
| <b>Total</b> | <b>0.0803</b> | <b>0.0532</b> | <b>0.7432</b> | <b>2.2100e-003</b> | <b>0.2236</b> | <b>1.7500e-003</b> | <b>0.2253</b> | <b>0.0593</b>  | <b>1.6100e-003</b> | <b>0.0609</b> |          | <b>219.7425</b> | <b>219.7425</b> | <b>6.0600e-003</b> |     | <b>219.8941</b> |

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        |          | 2,554.3336        | 2,554.3336        | 0.6120        |     | 2,569.6322        |
| <b>Total</b> | <b>1.7062</b> | <b>15.6156</b> | <b>16.3634</b> | <b>0.0269</b> |               | <b>0.8090</b> | <b>0.8090</b> |                | <b>0.7612</b> | <b>0.7612</b> |          | <b>2,554.3336</b> | <b>2,554.3336</b> | <b>0.6120</b> |     | <b>2,569.6322</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2          | 3,896.548<br>2          | 0.2236        |     | 3,902.138<br>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<br>7          | 8,800.685<br>7          | 0.2429        |     | 8,806.758<br>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<br/>39</b> | <b>12,697.23<br/>39</b> | <b>0.4665</b> |     | <b>12,708.89<br/>66</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        | 0.0000        | 2,554.333<br>6         | 2,554.333<br>6         | 0.6120        |     | 2,569.632<br>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<br/>6</b> | <b>2,554.333<br/>6</b> | <b>0.6120</b> |     | <b>2,569.632<br/>2</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2          | 3,896.548<br>2          | 0.2236        |     | 3,902.138<br>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<br>7          | 8,800.685<br>7          | 0.2429        |     | 8,806.758<br>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<br/>39</b> | <b>12,697.23<br/>39</b> | <b>0.4665</b> |     | <b>12,708.89<br/>66</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        |          | 2,555.209<br>9         | 2,555.209<br>9         | 0.6079        |     | 2,570.406<br>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<br/>9</b> | <b>2,555.209<br/>9</b> | <b>0.6079</b> |     | <b>2,570.406<br/>1</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2          | 3,773.876<br>2          | 0.1982        |     | 3,778.830<br>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<br>8          | 8,478.440<br>8          | 0.2190        |     | 8,483.916<br>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<br/>70</b> | <b>12,252.31<br/>70</b> | <b>0.4172</b> |     | <b>12,262.74<br/>60</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        | 0.0000        | 2,555.209<br>9         | 2,555.209<br>9         | 0.6079        |     | 2,570.406<br>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<br/>9</b> | <b>2,555.209<br/>9</b> | <b>0.6079</b> |     | <b>2,570.406<br/>1</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2               | Total CO2               | CH4           | N2O | CO2e                    |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|-------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                         |                         |               |     |                         |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                  | 0.0000                  | 0.0000        |     | 0.0000                  |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2          | 3,773.876<br>2          | 0.1982        |     | 3,778.830<br>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<br>8          | 8,478.440<br>8          | 0.2190        |     | 8,483.916<br>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<br/>70</b> | <b>12,252.31<br/>70</b> | <b>0.4172</b> |     | <b>12,262.74<br/>60</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        |          | 2,207.584<br>1         | 2,207.584<br>1         | 0.7140        |     | 2,225.433<br>6         |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                        | 0.0000                 |               |     | 0.0000                 |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> |          | <b>2,207.584<br/>1</b> | <b>2,207.584<br/>1</b> | <b>0.7140</b> |     | <b>2,225.433<br/>6</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0566        | 0.0361        | 0.5133        | 1.5900e-003        | 0.1677        | 1.2800e-003        | 0.1689        | 0.0445         | 1.1700e-003        | 0.0456        |          | 158.7723        | 158.7723        | 4.1000e-003        |     | 158.8748        |
| <b>Total</b> | <b>0.0566</b> | <b>0.0361</b> | <b>0.5133</b> | <b>1.5900e-003</b> | <b>0.1677</b> | <b>1.2800e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1700e-003</b> | <b>0.0456</b> |          | <b>158.7723</b> | <b>158.7723</b> | <b>4.1000e-003</b> |     | <b>158.8748</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        | 0.0000        | 2,207.5841        | 2,207.5841        | 0.7140        |     | 2,225.4336        |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> | <b>0.0000</b> | <b>2,207.5841</b> | <b>2,207.5841</b> | <b>0.7140</b> |     | <b>2,225.4336</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0566        | 0.0361        | 0.5133        | 1.5900e-003        | 0.1677        | 1.2800e-003        | 0.1689        | 0.0445         | 1.1700e-003        | 0.0456        |          | 158.7723        | 158.7723        | 4.1000e-003        |     | 158.8748        |
| <b>Total</b> | <b>0.0566</b> | <b>0.0361</b> | <b>0.5133</b> | <b>1.5900e-003</b> | <b>0.1677</b> | <b>1.2800e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1700e-003</b> | <b>0.0456</b> |          | <b>158.7723</b> | <b>158.7723</b> | <b>4.1000e-003</b> |     | <b>158.8748</b> |

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        |          | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> |          | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0535        | 0.0329        | 0.4785        | 1.5400e-003        | 0.1677        | 1.2600e-003        | 0.1689        | 0.0445         | 1.1600e-003        | 0.0456        |          | 153.8517        | 153.8517        | 3.7600e-003        |     | 153.9458        |
| <b>Total</b> | <b>0.0535</b> | <b>0.0329</b> | <b>0.4785</b> | <b>1.5400e-003</b> | <b>0.1677</b> | <b>1.2600e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1600e-003</b> | <b>0.0456</b> |          | <b>153.8517</b> | <b>153.8517</b> | <b>3.7600e-003</b> |     | <b>153.9458</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        | 0.0000        | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> | <b>0.0000</b> | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0535        | 0.0329        | 0.4785        | 1.5400e-003        | 0.1677        | 1.2600e-003        | 0.1689        | 0.0445         | 1.1600e-003        | 0.0456        |          | 153.8517        | 153.8517        | 3.7600e-003        |     | 153.9458        |
| <b>Total</b> | <b>0.0535</b> | <b>0.0329</b> | <b>0.4785</b> | <b>1.5400e-003</b> | <b>0.1677</b> | <b>1.2600e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1600e-003</b> | <b>0.0456</b> |          | <b>153.8517</b> | <b>153.8517</b> | <b>3.7600e-003</b> |     | <b>153.9458</b> |

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        |          | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> |          | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Worker       | 0.5707        | 0.3513        | 5.1044        | 0.0165        | 1.7884        | 0.0134        | 1.8018        | 0.4743         | 0.0123        | 0.4866        |          | 1,641.085<br>2         | 1,641.085<br>2         | 0.0401        |     | 1,642.088<br>6         |
| <b>Total</b> | <b>0.5707</b> | <b>0.3513</b> | <b>5.1044</b> | <b>0.0165</b> | <b>1.7884</b> | <b>0.0134</b> | <b>1.8018</b> | <b>0.4743</b>  | <b>0.0123</b> | <b>0.4866</b> |          | <b>1,641.085<br/>2</b> | <b>1,641.085<br/>2</b> | <b>0.0401</b> |     | <b>1,642.088<br/>6</b> |

**Mitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        | 0.0000        | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> | <b>0.0000</b> | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Worker       | 0.5707        | 0.3513        | 5.1044        | 0.0165        | 1.7884        | 0.0134        | 1.8018        | 0.4743         | 0.0123        | 0.4866        |          | 1,641.085<br>2         | 1,641.085<br>2         | 0.0401        |     | 1,642.088<br>6         |
| <b>Total</b> | <b>0.5707</b> | <b>0.3513</b> | <b>5.1044</b> | <b>0.0165</b> | <b>1.7884</b> | <b>0.0134</b> | <b>1.8018</b> | <b>0.4743</b>  | <b>0.0123</b> | <b>0.4866</b> |          | <b>1,641.085<br/>2</b> | <b>1,641.085<br/>2</b> | <b>0.0401</b> |     | <b>1,642.088<br/>6</b> |

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|             | ROG    | NOx     | CO       | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2       | Total CO2       | CH4    | N2O | CO2e            |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|-----|-----------------|
| Category    | lb/day |         |          |        |               |              |            |                |               |             | lb/day   |                 |                 |        |     |                 |
| Mitigated   | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592       | 0.3360       | 46.2951    | 12.2950        | 0.3119        | 12.6070     |          | 50,306.60<br>34 | 50,306.60<br>34 | 2.1807 |     | 50,361.12<br>08 |
| Unmitigated | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592       | 0.3360       | 46.2951    | 12.2950        | 0.3119        | 12.6070     |          | 50,306.60<br>34 | 50,306.60<br>34 | 2.1807 |     | 50,361.12<br>08 |

4.2 Trip Summary Information

| Land Use                            | Average Daily Trip Rate |                 |                 | Unmitigated       | Mitigated         |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
|                                     | Weekday                 | Saturday        | Sunday          | Annual VMT        | Annual VMT        |
| Apartments Low Rise                 | 145.75                  | 154.25          | 154.00          | 506,227           | 506,227           |
| Apartments Mid Rise                 | 4,026.75                | 3,773.25        | 4075.50         | 13,660,065        | 13,660,065        |
| General Office Building             | 288.45                  | 62.55           | 31.05           | 706,812           | 706,812           |
| High Turnover (Sit Down Restaurant) | 2,368.80                | 2,873.52        | 2817.72         | 3,413,937         | 3,413,937         |
| Hotel                               | 192.00                  | 187.50          | 160.00          | 445,703           | 445,703           |
| Quality Restaurant                  | 501.12                  | 511.92          | 461.20          | 707,488           | 707,488           |
| Regional Shopping Center            | 528.08                  | 601.44          | 357.84          | 1,112,221         | 1,112,221         |
| <b>Total</b>                        | <b>8,050.95</b>         | <b>8,164.43</b> | <b>8,057.31</b> | <b>20,552,452</b> | <b>20,552,452</b> |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Land Use                            | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
|                                     | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Apartments Low Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| Apartments Mid Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| General Office Building             | 16.60      | 8.40       | 6.90        | 33.00      | 48.00      | 19.00       | 77             | 19       | 4       |
| High Turnover (Sit Down Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

| Land Use                            | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building             | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel                               | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant                  | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center            | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|                        | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category               | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |                |                |        |        |                |
| NaturalGas Mitigated   | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |
| NaturalGas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1119.16        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35784.3        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1283.42        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22759.9        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4769.72        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5057.75        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 251.616        | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1.11916        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35.7843        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1.28342        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22.7599        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4.76972        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5.05775        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 0.251616       | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|             | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| Mitigated   | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |

6.2 Area by SubCategory

Unmitigated

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**6.2 Area by SubCategory**

**Mitigated**

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

**10.0 Stationary Equipment**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**Village South Specific Plan (Proposed)**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

| Land Uses                           | Size   | Metric        | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building             | 45.00  | 1000sqft      | 1.03        | 45,000.00          | 0          |
| High Turnover (Sit Down Restaurant) | 36.00  | 1000sqft      | 0.83        | 36,000.00          | 0          |
| Hotel                               | 50.00  | Room          | 1.67        | 72,600.00          | 0          |
| Quality Restaurant                  | 8.00   | 1000sqft      | 0.18        | 8,000.00           | 0          |
| Apartments Low Rise                 | 25.00  | Dwelling Unit | 1.56        | 25,000.00          | 72         |
| Apartments Mid Rise                 | 975.00 | Dwelling Unit | 25.66       | 975,000.00         | 2789       |
| Regional Shopping Center            | 56.00  | 1000sqft      | 1.29        | 56,000.00          | 0          |

**1.2 Other Project Characteristics**

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 33    |
| <b>Climate Zone</b>             | 9                          |                                 |       | <b>Operational Year</b>          | 2028  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 702.44                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 0.006 |

**1.3 User Entered Comments & Non-Default Data**

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

| Table Name      | Column Name       | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | NumberWood        | 1.25          | 0.00      |
| tblFireplaces   | NumberWood        | 48.75         | 0.00      |
| tblVehicleTrips | ST_TR             | 7.16          | 6.17      |
| tblVehicleTrips | ST_TR             | 6.39          | 3.87      |
| tblVehicleTrips | ST_TR             | 2.46          | 1.39      |
| tblVehicleTrips | ST_TR             | 158.37        | 79.82     |
| tblVehicleTrips | ST_TR             | 8.19          | 3.75      |
| tblVehicleTrips | ST_TR             | 94.36         | 63.99     |
| tblVehicleTrips | ST_TR             | 49.97         | 10.74     |
| tblVehicleTrips | SU_TR             | 6.07          | 6.16      |
| tblVehicleTrips | SU_TR             | 5.86          | 4.18      |
| tblVehicleTrips | SU_TR             | 1.05          | 0.69      |
| tblVehicleTrips | SU_TR             | 131.84        | 78.27     |

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|                 |                    |        |       |
|-----------------|--------------------|--------|-------|
| tblVehicleTrips | SU_TR              | 5.95   | 3.20  |
| tblVehicleTrips | SU_TR              | 72.16  | 57.65 |
| tblVehicleTrips | SU_TR              | 25.24  | 6.39  |
| tblVehicleTrips | WD_TR              | 6.59   | 5.83  |
| tblVehicleTrips | WD_TR              | 6.65   | 4.13  |
| tblVehicleTrips | WD_TR              | 11.03  | 6.41  |
| tblVehicleTrips | WD_TR              | 127.15 | 65.80 |
| tblVehicleTrips | WD_TR              | 8.17   | 3.84  |
| tblVehicleTrips | WD_TR              | 89.95  | 62.64 |
| tblVehicleTrips | WD_TR              | 42.70  | 9.43  |
| tblWoodstoves   | NumberCatalytic    | 1.25   | 0.00  |
| tblWoodstoves   | NumberCatalytic    | 48.75  | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 1.25   | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 48.75  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |

## 2.0 Emissions Summary

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

|                | ROG             | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year           | lb/day          |                |                |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| 2021           | 4.2865          | 46.4651        | 31.6150        | 0.0642        | 18.2675        | 2.0461        | 20.3135        | 9.9840         | 1.8824        | 11.8664        | 0.0000        | 6,221.4937         | 6,221.4937         | 1.9491        | 0.0000        | 6,270.2214         |
| 2022           | 5.7218          | 38.9024        | 47.3319        | 0.1455        | 9.8688         | 1.6366        | 10.7736        | 3.6558         | 1.5057        | 5.1615         | 0.0000        | 14,630.3099        | 14,630.3099        | 1.9499        | 0.0000        | 14,657.2663        |
| 2023           | 5.2705          | 26.4914        | 44.5936        | 0.1413        | 9.8688         | 0.7800        | 10.6488        | 2.6381         | 0.7328        | 3.3708         | 0.0000        | 14,210.3424        | 14,210.3424        | 1.0230        | 0.0000        | 14,235.9160        |
| 2024           | 237.2328        | 9.5610         | 15.0611        | 0.0243        | 1.7884         | 0.4698        | 1.8628         | 0.4743         | 0.4322        | 0.5476         | 0.0000        | 2,352.4178         | 2,352.4178         | 0.7175        | 0.0000        | 2,370.3550         |
| <b>Maximum</b> | <b>237.2328</b> | <b>46.4651</b> | <b>47.3319</b> | <b>0.1455</b> | <b>18.2675</b> | <b>2.0461</b> | <b>20.3135</b> | <b>9.9840</b>  | <b>1.8824</b> | <b>11.8664</b> | <b>0.0000</b> | <b>14,630.3099</b> | <b>14,630.3099</b> | <b>1.9499</b> | <b>0.0000</b> | <b>14,657.2663</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.5950        | 18,148.5950        | 0.4874        | 0.3300        | 18,259.1192        |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.9832         | 8,355.9832         | 0.1602        | 0.1532        | 8,405.6387         |
| Mobile       | 9.5233         | 45.9914        | 110.0422        | 0.4681        | 45.9592        | 0.3373        | 46.2965        | 12.2950        | 0.3132        | 12.6083        |               | 47,917.8005        | 47,917.8005        | 2.1953        |               | 47,972.6839        |
| <b>Total</b> | <b>40.7912</b> | <b>67.7872</b> | <b>202.7424</b> | <b>0.6043</b> | <b>45.9592</b> | <b>2.4640</b> | <b>48.4231</b> | <b>12.2950</b> | <b>2.4399</b> | <b>14.7349</b> | <b>0.0000</b> | <b>74,422.3787</b> | <b>74,422.3787</b> | <b>2.8429</b> | <b>0.4832</b> | <b>74,637.4417</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.5950        | 18,148.5950        | 0.4874        | 0.3300        | 18,259.1192        |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.9832         | 8,355.9832         | 0.1602        | 0.1532        | 8,405.6387         |
| Mobile       | 9.5233         | 45.9914        | 110.0422        | 0.4681        | 45.9592        | 0.3373        | 46.2965        | 12.2950        | 0.3132        | 12.6083        |               | 47,917.8005        | 47,917.8005        | 2.1953        |               | 47,972.6839        |
| <b>Total</b> | <b>40.7912</b> | <b>67.7872</b> | <b>202.7424</b> | <b>0.6043</b> | <b>45.9592</b> | <b>2.4640</b> | <b>48.4231</b> | <b>12.2950</b> | <b>2.4399</b> | <b>14.7349</b> | <b>0.0000</b> | <b>74,422.3787</b> | <b>74,422.3787</b> | <b>2.8429</b> | <b>0.4832</b> | <b>74,637.4417</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00          | 0.00         | 0.00       | 0.00           | 0.00          | 0.00        | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

### 3.0 Construction Detail

#### Construction Phase

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date   | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1            | Demolition            | Demolition            | 9/1/2021   | 10/12/2021 | 5             | 30       |                   |
| 2            | Site Preparation      | Site Preparation      | 10/13/2021 | 11/9/2021  | 5             | 20       |                   |
| 3            | Grading               | Grading               | 11/10/2021 | 1/11/2022  | 5             | 45       |                   |
| 4            | Building Construction | Building Construction | 1/12/2022  | 12/12/2023 | 5             | 500      |                   |
| 5            | Paving                | Paving                | 12/13/2023 | 1/30/2024  | 5             | 35       |                   |
| 6            | Architectural Coating | Architectural Coating | 1/31/2024  | 3/19/2024  | 5             | 35       |                   |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment



## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Phase Name            | Offroad Equipment Type    | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition            | Concrete/Industrial Saws  | 1      | 8.00        | 81          | 0.73        |
| Demolition            | Excavators                | 3      | 8.00        | 158         | 0.38        |
| Demolition            | Rubber Tired Dozers       | 2      | 8.00        | 247         | 0.40        |
| Site Preparation      | Rubber Tired Dozers       | 3      | 8.00        | 247         | 0.40        |
| Site Preparation      | Tractors/Loaders/Backhoes | 4      | 8.00        | 97          | 0.37        |
| Grading               | Excavators                | 2      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Scrapers                  | 2      | 8.00        | 367         | 0.48        |
| Grading               | Tractors/Loaders/Backhoes | 2      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 7.00        | 231         | 0.29        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 3      | 7.00        | 97          | 0.37        |
| Building Construction | Welders                   | 1      | 8.00        | 46          | 0.45        |
| Paving                | Pavers                    | 2      | 8.00        | 130         | 0.42        |
| Paving                | Paving Equipment          | 2      | 8.00        | 132         | 0.36        |
| Paving                | Rollers                   | 2      | 8.00        | 80          | 0.38        |
| Architectural Coating | Air Compressors           | 1      | 6.00        | 78          | 0.48        |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition            | 6                       | 15.00              | 0.00               | 458.00              | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Site Preparation      | 7                       | 18.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 8                       | 20.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 801.00             | 143.00             | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 160.00             | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        |          | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> |          | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1304        | 4.1454        | 1.0182        | 0.0117        | 0.2669        | 0.0128        | 0.2797        | 0.0732         | 0.0122        | 0.0854        |          | 1,269.8555        | 1,269.8555        | 0.0908        |     | 1,272.1252        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0715        | 0.0489        | 0.5524        | 1.6100e-003   | 0.1677        | 1.3500e-003   | 0.1690        | 0.0445         | 1.2500e-003   | 0.0457        |          | 160.8377          | 160.8377          | 4.7300e-003   |     | 160.9560          |
| <b>Total</b> | <b>0.2019</b> | <b>4.1943</b> | <b>1.5706</b> | <b>0.0133</b> | <b>0.4346</b> | <b>0.0141</b> | <b>0.4487</b> | <b>0.1176</b>  | <b>0.0135</b> | <b>0.1311</b> |          | <b>1,430.6932</b> | <b>1,430.6932</b> | <b>0.0955</b> |     | <b>1,433.0812</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        | 0.0000        | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> | <b>0.0000</b> | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1304        | 4.1454        | 1.0182        | 0.0117        | 0.2669        | 0.0128        | 0.2797        | 0.0732         | 0.0122        | 0.0854        |          | 1,269.8555        | 1,269.8555        | 0.0908        |     | 1,272.1252        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0715        | 0.0489        | 0.5524        | 1.6100e-003   | 0.1677        | 1.3500e-003   | 0.1690        | 0.0445         | 1.2500e-003   | 0.0457        |          | 160.8377          | 160.8377          | 4.7300e-003   |     | 160.9560          |
| <b>Total</b> | <b>0.2019</b> | <b>4.1943</b> | <b>1.5706</b> | <b>0.0133</b> | <b>0.4346</b> | <b>0.0141</b> | <b>0.4487</b> | <b>0.1176</b>  | <b>0.0135</b> | <b>0.1311</b> |          | <b>1,430.6932</b> | <b>1,430.6932</b> | <b>0.0955</b> |     | <b>1,433.0812</b> |

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         |          | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> |          | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0858        | 0.0587        | 0.6629        | 1.9400e-003        | 0.2012        | 1.6300e-003        | 0.2028        | 0.0534         | 1.5000e-003        | 0.0549        |          | 193.0052        | 193.0052        | 5.6800e-003        |     | 193.1472        |
| <b>Total</b> | <b>0.0858</b> | <b>0.0587</b> | <b>0.6629</b> | <b>1.9400e-003</b> | <b>0.2012</b> | <b>1.6300e-003</b> | <b>0.2028</b> | <b>0.0534</b>  | <b>1.5000e-003</b> | <b>0.0549</b> |          | <b>193.0052</b> | <b>193.0052</b> | <b>5.6800e-003</b> |     | <b>193.1472</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         | 0.0000        | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> | <b>0.0000</b> | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0858        | 0.0587        | 0.6629        | 1.9400e-003        | 0.2012        | 1.6300e-003        | 0.2028        | 0.0534         | 1.5000e-003        | 0.0549        |          | 193.0052        | 193.0052        | 5.6800e-003        |     | 193.1472        |
| <b>Total</b> | <b>0.0858</b> | <b>0.0587</b> | <b>0.6629</b> | <b>1.9400e-003</b> | <b>0.2012</b> | <b>1.6300e-003</b> | <b>0.2028</b> | <b>0.0534</b>  | <b>1.5000e-003</b> | <b>0.0549</b> |          | <b>193.0052</b> | <b>193.0052</b> | <b>5.6800e-003</b> |     | <b>193.1472</b> |

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        |          | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> |          | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0954        | 0.0652        | 0.7365        | 2.1500e-003        | 0.2236        | 1.8100e-003        | 0.2254        | 0.0593         | 1.6600e-003        | 0.0610        |          | 214.4502        | 214.4502        | 6.3100e-003        |     | 214.6080        |
| <b>Total</b> | <b>0.0954</b> | <b>0.0652</b> | <b>0.7365</b> | <b>2.1500e-003</b> | <b>0.2236</b> | <b>1.8100e-003</b> | <b>0.2254</b> | <b>0.0593</b>  | <b>1.6600e-003</b> | <b>0.0610</b> |          | <b>214.4502</b> | <b>214.4502</b> | <b>6.3100e-003</b> |     | <b>214.6080</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        | 0.0000        | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> | <b>0.0000</b> | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0954        | 0.0652        | 0.7365        | 2.1500e-003        | 0.2236        | 1.8100e-003        | 0.2254        | 0.0593         | 1.6600e-003        | 0.0610        |          | 214.4502        | 214.4502        | 6.3100e-003        |     | 214.6080        |
| <b>Total</b> | <b>0.0954</b> | <b>0.0652</b> | <b>0.7365</b> | <b>2.1500e-003</b> | <b>0.2236</b> | <b>1.8100e-003</b> | <b>0.2254</b> | <b>0.0593</b>  | <b>1.6600e-003</b> | <b>0.0610</b> |          | <b>214.4502</b> | <b>214.4502</b> | <b>6.3100e-003</b> |     | <b>214.6080</b> |

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        |          | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> |          | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0896        | 0.0589        | 0.6784        | 2.0800e-003        | 0.2236        | 1.7500e-003        | 0.2253        | 0.0593         | 1.6100e-003        | 0.0609        |          | 206.9139        | 206.9139        | 5.7000e-003        |     | 207.0563        |
| <b>Total</b> | <b>0.0896</b> | <b>0.0589</b> | <b>0.6784</b> | <b>2.0800e-003</b> | <b>0.2236</b> | <b>1.7500e-003</b> | <b>0.2253</b> | <b>0.0593</b>  | <b>1.6100e-003</b> | <b>0.0609</b> |          | <b>206.9139</b> | <b>206.9139</b> | <b>5.7000e-003</b> |     | <b>207.0563</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        | 0.0000        | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> | <b>0.0000</b> | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0896        | 0.0589        | 0.6784        | 2.0800e-003        | 0.2236        | 1.7500e-003        | 0.2253        | 0.0593         | 1.6100e-003        | 0.0609        |          | 206.9139        | 206.9139        | 5.7000e-003        |     | 207.0563        |
| <b>Total</b> | <b>0.0896</b> | <b>0.0589</b> | <b>0.6784</b> | <b>2.0800e-003</b> | <b>0.2236</b> | <b>1.7500e-003</b> | <b>0.2253</b> | <b>0.0593</b>  | <b>1.6100e-003</b> | <b>0.0609</b> |          | <b>206.9139</b> | <b>206.9139</b> | <b>5.7000e-003</b> |     | <b>207.0563</b> |

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        |          | 2,554.3336        | 2,554.3336        | 0.6120        |     | 2,569.6322        |
| <b>Total</b> | <b>1.7062</b> | <b>15.6156</b> | <b>16.3634</b> | <b>0.0269</b> |               | <b>0.8090</b> | <b>0.8090</b> |                | <b>0.7612</b> | <b>0.7612</b> |          | <b>2,554.3336</b> | <b>2,554.3336</b> | <b>0.6120</b> |     | <b>2,569.6322</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O | CO2e               |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|--------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                    |                    |               |     |                    |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000             | 0.0000             | 0.0000        |     | 0.0000             |
| Vendor       | 0.4284        | 13.1673        | 3.8005         | 0.0354        | 0.9155        | 0.0256        | 0.9412        | 0.2636         | 0.0245        | 0.2881        |          | 3,789.0750         | 3,789.0750         | 0.2381        |     | 3,795.0283         |
| Worker       | 3.5872        | 2.3593         | 27.1680        | 0.0832        | 8.9533        | 0.0701        | 9.0234        | 2.3745         | 0.0646        | 2.4390        |          | 8,286.9013         | 8,286.9013         | 0.2282        |     | 8,292.6058         |
| <b>Total</b> | <b>4.0156</b> | <b>15.5266</b> | <b>30.9685</b> | <b>0.1186</b> | <b>9.8688</b> | <b>0.0957</b> | <b>9.9645</b> | <b>2.6381</b>  | <b>0.0891</b> | <b>2.7271</b> |          | <b>12,075.9763</b> | <b>12,075.9763</b> | <b>0.4663</b> |     | <b>12,087.6341</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        | 0.0000        | 2,554.3336        | 2,554.3336        | 0.6120        |     | 2,569.6322        |
| <b>Total</b> | <b>1.7062</b> | <b>15.6156</b> | <b>16.3634</b> | <b>0.0269</b> |               | <b>0.8090</b> | <b>0.8090</b> |                | <b>0.7612</b> | <b>0.7612</b> | <b>0.0000</b> | <b>2,554.3336</b> | <b>2,554.3336</b> | <b>0.6120</b> |     | <b>2,569.6322</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O | CO2e               |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|--------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                    |                    |               |     |                    |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000             | 0.0000             | 0.0000        |     | 0.0000             |
| Vendor       | 0.4284        | 13.1673        | 3.8005         | 0.0354        | 0.9155        | 0.0256        | 0.9412        | 0.2636         | 0.0245        | 0.2881        |          | 3,789.0750         | 3,789.0750         | 0.2381        |     | 3,795.0283         |
| Worker       | 3.5872        | 2.3593         | 27.1680        | 0.0832        | 8.9533        | 0.0701        | 9.0234        | 2.3745         | 0.0646        | 2.4390        |          | 8,286.9013         | 8,286.9013         | 0.2282        |     | 8,292.6058         |
| <b>Total</b> | <b>4.0156</b> | <b>15.5266</b> | <b>30.9685</b> | <b>0.1186</b> | <b>9.8688</b> | <b>0.0957</b> | <b>9.9645</b> | <b>2.6381</b>  | <b>0.0891</b> | <b>2.7271</b> |          | <b>12,075.9763</b> | <b>12,075.9763</b> | <b>0.4663</b> |     | <b>12,087.6341</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        |          | 2,555.2099        | 2,555.2099        | 0.6079        |     | 2,570.4061        |
| <b>Total</b> | <b>1.5728</b> | <b>14.3849</b> | <b>16.2440</b> | <b>0.0269</b> |               | <b>0.6997</b> | <b>0.6997</b> |                | <b>0.6584</b> | <b>0.6584</b> |          | <b>2,555.2099</b> | <b>2,555.2099</b> | <b>0.6079</b> |     | <b>2,570.4061</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O | CO2e               |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|--------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                    |                    |               |     |                    |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000             | 0.0000             | 0.0000        |     | 0.0000             |
| Vendor       | 0.3183        | 9.9726         | 3.3771         | 0.0343        | 0.9156        | 0.0122        | 0.9277        | 0.2636         | 0.0116        | 0.2752        |          | 3,671.4007         | 3,671.4007         | 0.2096        |     | 3,676.6417         |
| Worker       | 3.3795        | 2.1338         | 24.9725        | 0.0801        | 8.9533        | 0.0681        | 9.0214        | 2.3745         | 0.0627        | 2.4372        |          | 7,983.7318         | 7,983.7318         | 0.2055        |     | 7,988.8683         |
| <b>Total</b> | <b>3.6978</b> | <b>12.1065</b> | <b>28.3496</b> | <b>0.1144</b> | <b>9.8688</b> | <b>0.0803</b> | <b>9.9491</b> | <b>2.6381</b>  | <b>0.0743</b> | <b>2.7124</b> |          | <b>11,655.1325</b> | <b>11,655.1325</b> | <b>0.4151</b> |     | <b>11,665.5099</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        | 0.0000        | 2,555.2099        | 2,555.2099        | 0.6079        |     | 2,570.4061        |
| <b>Total</b> | <b>1.5728</b> | <b>14.3849</b> | <b>16.2440</b> | <b>0.0269</b> |               | <b>0.6997</b> | <b>0.6997</b> |                | <b>0.6584</b> | <b>0.6584</b> | <b>0.0000</b> | <b>2,555.2099</b> | <b>2,555.2099</b> | <b>0.6079</b> |     | <b>2,570.4061</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O | CO2e               |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|-----|--------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                    |                    |               |     |                    |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000             | 0.0000             | 0.0000        |     | 0.0000             |
| Vendor       | 0.3183        | 9.9726         | 3.3771         | 0.0343        | 0.9156        | 0.0122        | 0.9277        | 0.2636         | 0.0116        | 0.2752        |          | 3,671.4007         | 3,671.4007         | 0.2096        |     | 3,676.6417         |
| Worker       | 3.3795        | 2.1338         | 24.9725        | 0.0801        | 8.9533        | 0.0681        | 9.0214        | 2.3745         | 0.0627        | 2.4372        |          | 7,983.7318         | 7,983.7318         | 0.2055        |     | 7,988.8683         |
| <b>Total</b> | <b>3.6978</b> | <b>12.1065</b> | <b>28.3496</b> | <b>0.1144</b> | <b>9.8688</b> | <b>0.0803</b> | <b>9.9491</b> | <b>2.6381</b>  | <b>0.0743</b> | <b>2.7124</b> |          | <b>11,655.1325</b> | <b>11,655.1325</b> | <b>0.4151</b> |     | <b>11,665.5099</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        |          | 2,207.5841        | 2,207.5841        | 0.7140        |     | 2,225.4336        |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> |          | <b>2,207.5841</b> | <b>2,207.5841</b> | <b>0.7140</b> |     | <b>2,225.4336</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0633        | 0.0400        | 0.4677        | 1.5000e-003        | 0.1677        | 1.2800e-003        | 0.1689        | 0.0445         | 1.1700e-003        | 0.0456        |          | 149.5081        | 149.5081        | 3.8500e-003        |     | 149.6043        |
| <b>Total</b> | <b>0.0633</b> | <b>0.0400</b> | <b>0.4677</b> | <b>1.5000e-003</b> | <b>0.1677</b> | <b>1.2800e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1700e-003</b> | <b>0.0456</b> |          | <b>149.5081</b> | <b>149.5081</b> | <b>3.8500e-003</b> |     | <b>149.6043</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        | 0.0000        | 2,207.5841        | 2,207.5841        | 0.7140        |     | 2,225.4336        |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> | <b>0.0000</b> | <b>2,207.5841</b> | <b>2,207.5841</b> | <b>0.7140</b> |     | <b>2,225.4336</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0633        | 0.0400        | 0.4677        | 1.5000e-003        | 0.1677        | 1.2800e-003        | 0.1689        | 0.0445         | 1.1700e-003        | 0.0456        |          | 149.5081        | 149.5081        | 3.8500e-003        |     | 149.6043        |
| <b>Total</b> | <b>0.0633</b> | <b>0.0400</b> | <b>0.4677</b> | <b>1.5000e-003</b> | <b>0.1677</b> | <b>1.2800e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1700e-003</b> | <b>0.0456</b> |          | <b>149.5081</b> | <b>149.5081</b> | <b>3.8500e-003</b> |     | <b>149.6043</b> |

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        |          | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> |          | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0601        | 0.0364        | 0.4354        | 1.4500e-003        | 0.1677        | 1.2600e-003        | 0.1689        | 0.0445         | 1.1600e-003        | 0.0456        |          | 144.8706        | 144.8706        | 3.5300e-003        |     | 144.9587        |
| <b>Total</b> | <b>0.0601</b> | <b>0.0364</b> | <b>0.4354</b> | <b>1.4500e-003</b> | <b>0.1677</b> | <b>1.2600e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1600e-003</b> | <b>0.0456</b> |          | <b>144.8706</b> | <b>144.8706</b> | <b>3.5300e-003</b> |     | <b>144.9587</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        | 0.0000        | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> | <b>0.0000</b> | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0601        | 0.0364        | 0.4354        | 1.4500e-003        | 0.1677        | 1.2600e-003        | 0.1689        | 0.0445         | 1.1600e-003        | 0.0456        |          | 144.8706        | 144.8706        | 3.5300e-003        |     | 144.9587        |
| <b>Total</b> | <b>0.0601</b> | <b>0.0364</b> | <b>0.4354</b> | <b>1.4500e-003</b> | <b>0.1677</b> | <b>1.2600e-003</b> | <b>0.1689</b> | <b>0.0445</b>  | <b>1.1600e-003</b> | <b>0.0456</b> |          | <b>144.8706</b> | <b>144.8706</b> | <b>3.5300e-003</b> |     | <b>144.9587</b> |

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        |          | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> |          | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.6406        | 0.3886        | 4.6439        | 0.0155        | 1.7884        | 0.0134        | 1.8018        | 0.4743         | 0.0123        | 0.4866        |          | 1,545.2860        | 1,545.2860        | 0.0376        |     | 1,546.2262        |
| <b>Total</b> | <b>0.6406</b> | <b>0.3886</b> | <b>4.6439</b> | <b>0.0155</b> | <b>1.7884</b> | <b>0.0134</b> | <b>1.8018</b> | <b>0.4743</b>  | <b>0.0123</b> | <b>0.4866</b> |          | <b>1,545.2860</b> | <b>1,545.2860</b> | <b>0.0376</b> |     | <b>1,546.2262</b> |

**Mitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        | 0.0000        | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> | <b>0.0000</b> | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.6406        | 0.3886        | 4.6439        | 0.0155        | 1.7884        | 0.0134        | 1.8018        | 0.4743         | 0.0123        | 0.4866        |          | 1,545.2860        | 1,545.2860        | 0.0376        |     | 1,546.2262        |
| <b>Total</b> | <b>0.6406</b> | <b>0.3886</b> | <b>4.6439</b> | <b>0.0155</b> | <b>1.7884</b> | <b>0.0134</b> | <b>1.8018</b> | <b>0.4743</b>  | <b>0.0123</b> | <b>0.4866</b> |          | <b>1,545.2860</b> | <b>1,545.2860</b> | <b>0.0376</b> |     | <b>1,546.2262</b> |

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|             | ROG    | NOx     | CO       | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O | CO2e        |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|-----|-------------|
| Category    | lb/day |         |          |        |               |              |            |                |               |             | lb/day   |             |             |        |     |             |
| Mitigated   | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592       | 0.3373       | 46.2965    | 12.2950        | 0.3132        | 12.6083     |          | 47,917.8005 | 47,917.8005 | 2.1953 |     | 47,972.6839 |
| Unmitigated | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592       | 0.3373       | 46.2965    | 12.2950        | 0.3132        | 12.6083     |          | 47,917.8005 | 47,917.8005 | 2.1953 |     | 47,972.6839 |

4.2 Trip Summary Information

| Land Use                            | Average Daily Trip Rate |                 |                 | Unmitigated       | Mitigated         |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
|                                     | Weekday                 | Saturday        | Sunday          | Annual VMT        | Annual VMT        |
| Apartments Low Rise                 | 145.75                  | 154.25          | 154.00          | 506,227           | 506,227           |
| Apartments Mid Rise                 | 4,026.75                | 3,773.25        | 4075.50         | 13,660,065        | 13,660,065        |
| General Office Building             | 288.45                  | 62.55           | 31.05           | 706,812           | 706,812           |
| High Turnover (Sit Down Restaurant) | 2,368.80                | 2,873.52        | 2817.72         | 3,413,937         | 3,413,937         |
| Hotel                               | 192.00                  | 187.50          | 160.00          | 445,703           | 445,703           |
| Quality Restaurant                  | 501.12                  | 511.92          | 461.20          | 707,488           | 707,488           |
| Regional Shopping Center            | 528.08                  | 601.44          | 357.84          | 1,112,221         | 1,112,221         |
| <b>Total</b>                        | <b>8,050.95</b>         | <b>8,164.43</b> | <b>8,057.31</b> | <b>20,552,452</b> | <b>20,552,452</b> |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Land Use                            | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
|                                     | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Apartments Low Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| Apartments Mid Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| General Office Building             | 16.60      | 8.40       | 6.90        | 33.00      | 48.00      | 19.00       | 77             | 19       | 4       |
| High Turnover (Sit Down Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

| Land Use                            | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building             | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel                               | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant                  | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center            | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|                        | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category               | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |                |                |        |        |                |
| NaturalGas Mitigated   | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |
| NaturalGas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1119.16        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35784.3        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1283.42        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22759.9        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4769.72        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5057.75        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 251.616        | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1.11916        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35.7843        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1.28342        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22.7599        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4.76972        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5.05775        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 0.251616       | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|             | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| Mitigated   | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |

6.2 Area by SubCategory

Unmitigated

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory**

**Mitigated**

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

**10.0 Stationary Equipment**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**Village South Specific Plan (Proposed)**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

| Land Uses                           | Size   | Metric        | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building             | 45.00  | 1000sqft      | 1.03        | 45,000.00          | 0          |
| High Turnover (Sit Down Restaurant) | 36.00  | 1000sqft      | 0.83        | 36,000.00          | 0          |
| Hotel                               | 50.00  | Room          | 1.67        | 72,600.00          | 0          |
| Quality Restaurant                  | 8.00   | 1000sqft      | 0.18        | 8,000.00           | 0          |
| Apartments Low Rise                 | 25.00  | Dwelling Unit | 1.56        | 25,000.00          | 72         |
| Apartments Mid Rise                 | 975.00 | Dwelling Unit | 25.66       | 975,000.00         | 2789       |
| Regional Shopping Center            | 56.00  | 1000sqft      | 1.29        | 56,000.00          | 0          |

**1.2 Other Project Characteristics**

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 33    |
| <b>Climate Zone</b>             | 9                          |                                 |       | <b>Operational Year</b>          | 2028  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 702.44                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 0.006 |

**1.3 User Entered Comments & Non-Default Data**

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

| Table Name      | Column Name       | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | NumberWood        | 1.25          | 0.00      |
| tblFireplaces   | NumberWood        | 48.75         | 0.00      |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblVehicleTrips | ST_TR             | 7.16          | 6.17      |
| tblVehicleTrips | ST_TR             | 6.39          | 3.87      |
| tblVehicleTrips | ST_TR             | 2.46          | 1.39      |
| tblVehicleTrips | ST_TR             | 158.37        | 79.82     |

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|                 |                    |        |       |
|-----------------|--------------------|--------|-------|
| tblVehicleTrips | ST_TR              | 8.19   | 3.75  |
| tblVehicleTrips | ST_TR              | 94.36  | 63.99 |
| tblVehicleTrips | ST_TR              | 49.97  | 10.74 |
| tblVehicleTrips | SU_TR              | 6.07   | 6.16  |
| tblVehicleTrips | SU_TR              | 5.86   | 4.18  |
| tblVehicleTrips | SU_TR              | 1.05   | 0.69  |
| tblVehicleTrips | SU_TR              | 131.84 | 78.27 |
| tblVehicleTrips | SU_TR              | 5.95   | 3.20  |
| tblVehicleTrips | SU_TR              | 72.16  | 57.65 |
| tblVehicleTrips | SU_TR              | 25.24  | 6.39  |
| tblVehicleTrips | WD_TR              | 6.59   | 5.83  |
| tblVehicleTrips | WD_TR              | 6.65   | 4.13  |
| tblVehicleTrips | WD_TR              | 11.03  | 6.41  |
| tblVehicleTrips | WD_TR              | 127.15 | 65.80 |
| tblVehicleTrips | WD_TR              | 8.17   | 3.84  |
| tblVehicleTrips | WD_TR              | 89.95  | 62.64 |
| tblVehicleTrips | WD_TR              | 42.70  | 9.43  |
| tblWoodstoves   | NumberCatalytic    | 1.25   | 0.00  |
| tblWoodstoves   | NumberCatalytic    | 48.75  | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 1.25   | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 48.75  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |

## 2.0 Emissions Summary

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

|                | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year           | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |                   |                   |               |               |                   |
| 2021           | 0.1704        | 1.8234        | 1.1577        | 2.3800e-003   | 0.4141        | 0.0817        | 0.4958        | 0.1788         | 0.0754        | 0.2542        | 0.0000        | 210.7654          | 210.7654          | 0.0600        | 0.0000        | 212.2661          |
| 2022           | 0.5865        | 4.0240        | 5.1546        | 0.0155        | 0.9509        | 0.1175        | 1.0683        | 0.2518         | 0.1103        | 0.3621        | 0.0000        | 1,418.6554        | 1,418.6554        | 0.1215        | 0.0000        | 1,421.6925        |
| 2023           | 0.5190        | 3.2850        | 4.7678        | 0.0147        | 0.8497        | 0.0971        | 0.9468        | 0.2283         | 0.0912        | 0.3195        | 0.0000        | 1,342.4412        | 1,342.4412        | 0.1115        | 0.0000        | 1,345.2291        |
| 2024           | 4.1592        | 0.1313        | 0.2557        | 5.0000e-004   | 0.0221        | 6.3900e-003   | 0.0285        | 5.8700e-003    | 5.9700e-003   | 0.0118        | 0.0000        | 44.6355           | 44.6355           | 7.8300e-003   | 0.0000        | 44.8311           |
| <b>Maximum</b> | <b>4.1592</b> | <b>4.0240</b> | <b>5.1546</b> | <b>0.0155</b> | <b>0.9509</b> | <b>0.1175</b> | <b>1.0683</b> | <b>0.2518</b>  | <b>0.1103</b> | <b>0.3621</b> | <b>0.0000</b> | <b>1,418.6554</b> | <b>1,418.6554</b> | <b>0.1215</b> | <b>0.0000</b> | <b>1,421.6925</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**2.1 Overall Construction**

**Mitigated Construction**

|                | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Year           | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |                   |                   |               |               |                   |
| 2021           | 0.1704        | 1.8234        | 1.1577        | 2.3800e-003   | 0.4141        | 0.0817        | 0.4958        | 0.1788         | 0.0754        | 0.2542        | 0.0000        | 210.7651          | 210.7651          | 0.0600        | 0.0000        | 212.2658          |
| 2022           | 0.5865        | 4.0240        | 5.1546        | 0.0155        | 0.9509        | 0.1175        | 1.0683        | 0.2518         | 0.1103        | 0.3621        | 0.0000        | 1,418.6550        | 1,418.6550        | 0.1215        | 0.0000        | 1,421.6921        |
| 2023           | 0.5190        | 3.2850        | 4.7678        | 0.0147        | 0.8497        | 0.0971        | 0.9468        | 0.2283         | 0.0912        | 0.3195        | 0.0000        | 1,342.4409        | 1,342.4409        | 0.1115        | 0.0000        | 1,345.2287        |
| 2024           | 4.1592        | 0.1313        | 0.2557        | 5.0000e-004   | 0.0221        | 6.3900e-003   | 0.0285        | 5.8700e-003    | 5.9700e-003   | 0.0118        | 0.0000        | 44.6354           | 44.6354           | 7.8300e-003   | 0.0000        | 44.8311           |
| <b>Maximum</b> | <b>4.1592</b> | <b>4.0240</b> | <b>5.1546</b> | <b>0.0155</b> | <b>0.9509</b> | <b>0.1175</b> | <b>1.0683</b> | <b>0.2518</b>  | <b>0.1103</b> | <b>0.3621</b> | <b>0.0000</b> | <b>1,418.6550</b> | <b>1,418.6550</b> | <b>0.1215</b> | <b>0.0000</b> | <b>1,421.6921</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio- CO2   | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

| Quarter | Start Date | End Date   | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1       | 9-1-2021   | 11-30-2021 | 1.4091                                       | 1.4091                                     |
| 2       | 12-1-2021  | 2-28-2022  | 1.3329                                       | 1.3329                                     |
| 3       | 3-1-2022   | 5-31-2022  | 1.1499                                       | 1.1499                                     |
| 4       | 6-1-2022   | 8-31-2022  | 1.1457                                       | 1.1457                                     |
| 5       | 9-1-2022   | 11-30-2022 | 1.1415                                       | 1.1415                                     |
| 6       | 12-1-2022  | 2-28-2023  | 1.0278                                       | 1.0278                                     |
| 7       | 3-1-2023   | 5-31-2023  | 0.9868                                       | 0.9868                                     |
| 8       | 6-1-2023   | 8-31-2023  | 0.9831                                       | 0.9831                                     |

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|    |           |            |        |        |
|----|-----------|------------|--------|--------|
| 9  | 9-1-2023  | 11-30-2023 | 0.9798 | 0.9798 |
| 10 | 12-1-2023 | 2-29-2024  | 2.8757 | 2.8757 |
| 11 | 3-1-2024  | 5-31-2024  | 1.6188 | 1.6188 |
|    |           | Highest    | 2.8757 | 2.8757 |

**2.2 Overall Operational**  
**Unmitigated Operational**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2        | NBio- CO2          | Total CO2          | CH4            | N2O           | CO2e               |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|--------------------|--------------------|----------------|---------------|--------------------|
| Category     | tons/yr       |               |                |               |               |               |               |                |               |               | MT/yr           |                    |                    |                |               |                    |
| Area         | 5.1437        | 0.2950        | 10.3804        | 1.6700e-003   |               | 0.0714        | 0.0714        |                | 0.0714        | 0.0714        | 0.0000          | 220.9670           | 220.9670           | 0.0201         | 3.7400e-003   | 222.5835           |
| Energy       | 0.1398        | 1.2312        | 0.7770         | 7.6200e-003   |               | 0.0966        | 0.0966        |                | 0.0966        | 0.0966        | 0.0000          | 3,896.0732         | 3,896.0732         | 0.1303         | 0.0468        | 3,913.2833         |
| Mobile       | 1.5857        | 7.9962        | 19.1834        | 0.0821        | 7.7979        | 0.0580        | 7.8559        | 2.0895         | 0.0539        | 2.1434        | 0.0000          | 7,620.4986         | 7,620.4986         | 0.3407         | 0.0000        | 7,629.0162         |
| Waste        |               |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 207.8079        | 0.0000             | 207.8079           | 12.2811        | 0.0000        | 514.8354           |
| Water        |               |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 29.1632         | 556.6420           | 585.8052           | 3.0183         | 0.0755        | 683.7567           |
| <b>Total</b> | <b>6.8692</b> | <b>9.5223</b> | <b>30.3407</b> | <b>0.0914</b> | <b>7.7979</b> | <b>0.2260</b> | <b>8.0240</b> | <b>2.0895</b>  | <b>0.2219</b> | <b>2.3114</b> | <b>236.9712</b> | <b>12,294.1807</b> | <b>12,531.1519</b> | <b>15.7904</b> | <b>0.1260</b> | <b>12,963.4751</b> |

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**2.2 Overall Operational**

**Mitigated Operational**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2        | NBio- CO2          | Total CO2          | CH4            | N2O           | CO2e               |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|--------------------|--------------------|----------------|---------------|--------------------|
| Category     | tons/yr       |               |                |               |               |               |               |                |               |               | MT/yr           |                    |                    |                |               |                    |
| Area         | 5.1437        | 0.2950        | 10.3804        | 1.6700e-003   |               | 0.0714        | 0.0714        |                | 0.0714        | 0.0714        | 0.0000          | 220.9670           | 220.9670           | 0.0201         | 3.7400e-003   | 222.5835           |
| Energy       | 0.1398        | 1.2312        | 0.7770         | 7.6200e-003   |               | 0.0966        | 0.0966        |                | 0.0966        | 0.0966        | 0.0000          | 3,896.0732         | 3,896.0732         | 0.1303         | 0.0468        | 3,913.2833         |
| Mobile       | 1.5857        | 7.9962        | 19.1834        | 0.0821        | 7.7979        | 0.0580        | 7.8559        | 2.0895         | 0.0539        | 2.1434        | 0.0000          | 7,620.4986         | 7,620.4986         | 0.3407         | 0.0000        | 7,629.0162         |
| Waste        |               |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 207.8079        | 0.0000             | 207.8079           | 12.2811        | 0.0000        | 514.8354           |
| Water        |               |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 29.1632         | 556.6420           | 585.8052           | 3.0183         | 0.0755        | 683.7567           |
| <b>Total</b> | <b>6.8692</b> | <b>9.5223</b> | <b>30.3407</b> | <b>0.0914</b> | <b>7.7979</b> | <b>0.2260</b> | <b>8.0240</b> | <b>2.0895</b>  | <b>0.2219</b> | <b>2.3114</b> | <b>236.9712</b> | <b>12,294.1807</b> | <b>12,531.1519</b> | <b>15.7904</b> | <b>0.1260</b> | <b>12,963.4751</b> |

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00          | 0.00         | 0.00       | 0.00           | 0.00          | 0.00        | 0.00     | 0.00      | 0.00      | 0.00 | 0.00 | 0.00 |

**3.0 Construction Detail**

**Construction Phase**

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| Phase Number | Phase Name            | Phase Type            | Start Date | End Date   | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1            | Demolition            | Demolition            | 9/1/2021   | 10/12/2021 | 5             | 30       |                   |
| 2            | Site Preparation      | Site Preparation      | 10/13/2021 | 11/9/2021  | 5             | 20       |                   |
| 3            | Grading               | Grading               | 11/10/2021 | 1/11/2022  | 5             | 45       |                   |
| 4            | Building Construction | Building Construction | 1/12/2022  | 12/12/2023 | 5             | 500      |                   |
| 5            | Paving                | Paving                | 12/13/2023 | 1/30/2024  | 5             | 35       |                   |
| 6            | Architectural Coating | Architectural Coating | 1/31/2024  | 3/19/2024  | 5             | 35       |                   |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

**Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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| Phase Name            | Offroad Equipment Type    | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition            | Concrete/Industrial Saws  | 1      | 8.00        | 81          | 0.73        |
| Demolition            | Excavators                | 3      | 8.00        | 158         | 0.38        |
| Demolition            | Rubber Tired Dozers       | 2      | 8.00        | 247         | 0.40        |
| Site Preparation      | Rubber Tired Dozers       | 3      | 8.00        | 247         | 0.40        |
| Site Preparation      | Tractors/Loaders/Backhoes | 4      | 8.00        | 97          | 0.37        |
| Grading               | Excavators                | 2      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Scrapers                  | 2      | 8.00        | 367         | 0.48        |
| Grading               | Tractors/Loaders/Backhoes | 2      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 7.00        | 231         | 0.29        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 3      | 7.00        | 97          | 0.37        |
| Building Construction | Welders                   | 1      | 8.00        | 46          | 0.45        |
| Paving                | Pavers                    | 2      | 8.00        | 130         | 0.42        |
| Paving                | Paving Equipment          | 2      | 8.00        | 132         | 0.36        |
| Paving                | Rollers                   | 2      | 8.00        | 80          | 0.38        |
| Architectural Coating | Air Compressors           | 1      | 6.00        | 78          | 0.48        |

Trips and VMT

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| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition            | 6                       | 15.00              | 0.00               | 458.00              | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Site Preparation      | 7                       | 18.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 8                       | 20.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 801.00             | 143.00             | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 160.00             | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5     | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                    |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.0496        | 0.0000        | 0.0496        | 7.5100e-003        | 0.0000        | 7.5100e-003   | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0475        | 0.4716        | 0.3235        | 5.8000e-004        |               | 0.0233        | 0.0233        |                    | 0.0216        | 0.0216        | 0.0000        | 51.0012        | 51.0012        | 0.0144        | 0.0000        | 51.3601        |
| <b>Total</b>  | <b>0.0475</b> | <b>0.4716</b> | <b>0.3235</b> | <b>5.8000e-004</b> | <b>0.0496</b> | <b>0.0233</b> | <b>0.0729</b> | <b>7.5100e-003</b> | <b>0.0216</b> | <b>0.0291</b> | <b>0.0000</b> | <b>51.0012</b> | <b>51.0012</b> | <b>0.0144</b> | <b>0.0000</b> | <b>51.3601</b> |

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**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx           | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr            |               |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |                |                |                    |               |                |
| Hauling      | 1.9300e-003        | 0.0634        | 0.0148        | 1.8000e-004        | 3.9400e-003        | 1.9000e-004        | 4.1300e-003        | 1.0800e-003        | 1.8000e-004        | 1.2600e-003        | 0.0000        | 17.4566        | 17.4566        | 1.2100e-003        | 0.0000        | 17.4869        |
| Vendor       | 0.0000             | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Worker       | 7.2000e-004        | 5.3000e-004   | 6.0900e-003   | 2.0000e-005        | 1.6800e-003        | 1.0000e-005        | 1.6900e-003        | 4.5000e-004        | 1.0000e-005        | 4.6000e-004        | 0.0000        | 1.5281         | 1.5281         | 5.0000e-005        | 0.0000        | 1.5293         |
| <b>Total</b> | <b>2.6500e-003</b> | <b>0.0639</b> | <b>0.0209</b> | <b>2.0000e-004</b> | <b>5.6200e-003</b> | <b>2.0000e-004</b> | <b>5.8200e-003</b> | <b>1.5300e-003</b> | <b>1.9000e-004</b> | <b>1.7200e-003</b> | <b>0.0000</b> | <b>18.9847</b> | <b>18.9847</b> | <b>1.2600e-003</b> | <b>0.0000</b> | <b>19.0161</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5     | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                    |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.0496        | 0.0000        | 0.0496        | 7.5100e-003        | 0.0000        | 7.5100e-003   | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0475        | 0.4716        | 0.3235        | 5.8000e-004        |               | 0.0233        | 0.0233        |                    | 0.0216        | 0.0216        | 0.0000        | 51.0011        | 51.0011        | 0.0144        | 0.0000        | 51.3600        |
| <b>Total</b>  | <b>0.0475</b> | <b>0.4716</b> | <b>0.3235</b> | <b>5.8000e-004</b> | <b>0.0496</b> | <b>0.0233</b> | <b>0.0729</b> | <b>7.5100e-003</b> | <b>0.0216</b> | <b>0.0291</b> | <b>0.0000</b> | <b>51.0011</b> | <b>51.0011</b> | <b>0.0144</b> | <b>0.0000</b> | <b>51.3600</b> |

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**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

|              | ROG                | NOx           | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr            |               |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |                |                |                    |               |                |
| Hauling      | 1.9300e-003        | 0.0634        | 0.0148        | 1.8000e-004        | 3.9400e-003        | 1.9000e-004        | 4.1300e-003        | 1.0800e-003        | 1.8000e-004        | 1.2600e-003        | 0.0000        | 17.4566        | 17.4566        | 1.2100e-003        | 0.0000        | 17.4869        |
| Vendor       | 0.0000             | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Worker       | 7.2000e-004        | 5.3000e-004   | 6.0900e-003   | 2.0000e-005        | 1.6800e-003        | 1.0000e-005        | 1.6900e-003        | 4.5000e-004        | 1.0000e-005        | 4.6000e-004        | 0.0000        | 1.5281         | 1.5281         | 5.0000e-005        | 0.0000        | 1.5293         |
| <b>Total</b> | <b>2.6500e-003</b> | <b>0.0639</b> | <b>0.0209</b> | <b>2.0000e-004</b> | <b>5.6200e-003</b> | <b>2.0000e-004</b> | <b>5.8200e-003</b> | <b>1.5300e-003</b> | <b>1.9000e-004</b> | <b>1.7200e-003</b> | <b>0.0000</b> | <b>18.9847</b> | <b>18.9847</b> | <b>1.2600e-003</b> | <b>0.0000</b> | <b>19.0161</b> |

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.1807        | 0.0000        | 0.1807        | 0.0993         | 0.0000        | 0.0993        | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0389        | 0.4050        | 0.2115        | 3.8000e-004        |               | 0.0204        | 0.0204        |                | 0.0188        | 0.0188        | 0.0000        | 33.4357        | 33.4357        | 0.0108        | 0.0000        | 33.7061        |
| <b>Total</b>  | <b>0.0389</b> | <b>0.4050</b> | <b>0.2115</b> | <b>3.8000e-004</b> | <b>0.1807</b> | <b>0.0204</b> | <b>0.2011</b> | <b>0.0993</b>  | <b>0.0188</b> | <b>0.1181</b> | <b>0.0000</b> | <b>33.4357</b> | <b>33.4357</b> | <b>0.0108</b> | <b>0.0000</b> | <b>33.7061</b> |



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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 5.8000e-004        | 4.3000e-004        | 4.8700e-003        | 1.0000e-005        | 1.3400e-003        | 1.0000e-005        | 1.3500e-003        | 3.6000e-004        | 1.0000e-005        | 3.7000e-004        | 0.0000        | 1.2225        | 1.2225        | 4.0000e-005        | 0.0000        | 1.2234        |
| <b>Total</b> | <b>5.8000e-004</b> | <b>4.3000e-004</b> | <b>4.8700e-003</b> | <b>1.0000e-005</b> | <b>1.3400e-003</b> | <b>1.0000e-005</b> | <b>1.3500e-003</b> | <b>3.6000e-004</b> | <b>1.0000e-005</b> | <b>3.7000e-004</b> | <b>0.0000</b> | <b>1.2225</b> | <b>1.2225</b> | <b>4.0000e-005</b> | <b>0.0000</b> | <b>1.2234</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.1807        | 0.0000        | 0.1807        | 0.0993         | 0.0000        | 0.0993        | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0389        | 0.4050        | 0.2115        | 3.8000e-004        |               | 0.0204        | 0.0204        |                | 0.0188        | 0.0188        | 0.0000        | 33.4357        | 33.4357        | 0.0108        | 0.0000        | 33.7060        |
| <b>Total</b>  | <b>0.0389</b> | <b>0.4050</b> | <b>0.2115</b> | <b>3.8000e-004</b> | <b>0.1807</b> | <b>0.0204</b> | <b>0.2011</b> | <b>0.0993</b>  | <b>0.0188</b> | <b>0.1181</b> | <b>0.0000</b> | <b>33.4357</b> | <b>33.4357</b> | <b>0.0108</b> | <b>0.0000</b> | <b>33.7060</b> |

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 5.8000e-004        | 4.3000e-004        | 4.8700e-003        | 1.0000e-005        | 1.3400e-003        | 1.0000e-005        | 1.3500e-003        | 3.6000e-004        | 1.0000e-005        | 3.7000e-004        | 0.0000        | 1.2225        | 1.2225        | 4.0000e-005        | 0.0000        | 1.2234        |
| <b>Total</b> | <b>5.8000e-004</b> | <b>4.3000e-004</b> | <b>4.8700e-003</b> | <b>1.0000e-005</b> | <b>1.3400e-003</b> | <b>1.0000e-005</b> | <b>1.3500e-003</b> | <b>3.6000e-004</b> | <b>1.0000e-005</b> | <b>3.7000e-004</b> | <b>0.0000</b> | <b>1.2225</b> | <b>1.2225</b> | <b>4.0000e-005</b> | <b>0.0000</b> | <b>1.2234</b> |

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Fugitive Dust |               |               |               |                    | 0.1741        | 0.0000        | 0.1741        | 0.0693         | 0.0000        | 0.0693        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000        | 0.0000          |
| Off-Road      | 0.0796        | 0.8816        | 0.5867        | 1.1800e-003        |               | 0.0377        | 0.0377        |                | 0.0347        | 0.0347        | 0.0000        | 103.5405        | 103.5405        | 0.0335        | 0.0000        | 104.3776        |
| <b>Total</b>  | <b>0.0796</b> | <b>0.8816</b> | <b>0.5867</b> | <b>1.1800e-003</b> | <b>0.1741</b> | <b>0.0377</b> | <b>0.2118</b> | <b>0.0693</b>  | <b>0.0347</b> | <b>0.1040</b> | <b>0.0000</b> | <b>103.5405</b> | <b>103.5405</b> | <b>0.0335</b> | <b>0.0000</b> | <b>104.3776</b> |

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**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 1.2200e-003        | 9.0000e-004        | 0.0103        | 3.0000e-005        | 2.8300e-003        | 2.0000e-005        | 2.8600e-003        | 7.5000e-004        | 2.0000e-005        | 7.8000e-004        | 0.0000        | 2.5808        | 2.5808        | 8.0000e-005        | 0.0000        | 2.5828        |
| <b>Total</b> | <b>1.2200e-003</b> | <b>9.0000e-004</b> | <b>0.0103</b> | <b>3.0000e-005</b> | <b>2.8300e-003</b> | <b>2.0000e-005</b> | <b>2.8600e-003</b> | <b>7.5000e-004</b> | <b>2.0000e-005</b> | <b>7.8000e-004</b> | <b>0.0000</b> | <b>2.5808</b> | <b>2.5808</b> | <b>8.0000e-005</b> | <b>0.0000</b> | <b>2.5828</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Fugitive Dust |               |               |               |                    | 0.1741        | 0.0000        | 0.1741        | 0.0693         | 0.0000        | 0.0693        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000        | 0.0000          |
| Off-Road      | 0.0796        | 0.8816        | 0.5867        | 1.1800e-003        |               | 0.0377        | 0.0377        |                | 0.0347        | 0.0347        | 0.0000        | 103.5403        | 103.5403        | 0.0335        | 0.0000        | 104.3775        |
| <b>Total</b>  | <b>0.0796</b> | <b>0.8816</b> | <b>0.5867</b> | <b>1.1800e-003</b> | <b>0.1741</b> | <b>0.0377</b> | <b>0.2118</b> | <b>0.0693</b>  | <b>0.0347</b> | <b>0.1040</b> | <b>0.0000</b> | <b>103.5403</b> | <b>103.5403</b> | <b>0.0335</b> | <b>0.0000</b> | <b>104.3775</b> |

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**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 1.2200e-003        | 9.0000e-004        | 0.0103        | 3.0000e-005        | 2.8300e-003        | 2.0000e-005        | 2.8600e-003        | 7.5000e-004        | 2.0000e-005        | 7.8000e-004        | 0.0000        | 2.5808        | 2.5808        | 8.0000e-005        | 0.0000        | 2.5828        |
| <b>Total</b> | <b>1.2200e-003</b> | <b>9.0000e-004</b> | <b>0.0103</b> | <b>3.0000e-005</b> | <b>2.8300e-003</b> | <b>2.0000e-005</b> | <b>2.8600e-003</b> | <b>7.5000e-004</b> | <b>2.0000e-005</b> | <b>7.8000e-004</b> | <b>0.0000</b> | <b>2.5808</b> | <b>2.5808</b> | <b>8.0000e-005</b> | <b>0.0000</b> | <b>2.5828</b> |

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                |                |                    |               |                |
| Fugitive Dust |               |               |               |                    | 0.0807        | 0.0000             | 0.0807        | 0.0180         | 0.0000             | 0.0180        | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Off-Road      | 0.0127        | 0.1360        | 0.1017        | 2.2000e-004        |               | 5.7200e-003        | 5.7200e-003   |                | 5.2600e-003        | 5.2600e-003   | 0.0000        | 19.0871        | 19.0871        | 6.1700e-003        | 0.0000        | 19.2414        |
| <b>Total</b>  | <b>0.0127</b> | <b>0.1360</b> | <b>0.1017</b> | <b>2.2000e-004</b> | <b>0.0807</b> | <b>5.7200e-003</b> | <b>0.0865</b> | <b>0.0180</b>  | <b>5.2600e-003</b> | <b>0.0233</b> | <b>0.0000</b> | <b>19.0871</b> | <b>19.0871</b> | <b>6.1700e-003</b> | <b>0.0000</b> | <b>19.2414</b> |

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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10  | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5 | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |               |                    |                    |               |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 2.1000e-004        | 1.5000e-004        | 1.7400e-003        | 1.0000e-005        | 5.2000e-004        | 0.0000        | 5.3000e-004        | 1.4000e-004        | 0.0000        | 1.4000e-004        | 0.0000        | 0.4587        | 0.4587        | 1.0000e-005        | 0.0000        | 0.4590        |
| <b>Total</b> | <b>2.1000e-004</b> | <b>1.5000e-004</b> | <b>1.7400e-003</b> | <b>1.0000e-005</b> | <b>5.2000e-004</b> | <b>0.0000</b> | <b>5.3000e-004</b> | <b>1.4000e-004</b> | <b>0.0000</b> | <b>1.4000e-004</b> | <b>0.0000</b> | <b>0.4587</b> | <b>0.4587</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>0.4590</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                |                |                    |               |                |
| Fugitive Dust |               |               |               |                    | 0.0807        | 0.0000             | 0.0807        | 0.0180         | 0.0000             | 0.0180        | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Off-Road      | 0.0127        | 0.1360        | 0.1017        | 2.2000e-004        |               | 5.7200e-003        | 5.7200e-003   |                | 5.2600e-003        | 5.2600e-003   | 0.0000        | 19.0871        | 19.0871        | 6.1700e-003        | 0.0000        | 19.2414        |
| <b>Total</b>  | <b>0.0127</b> | <b>0.1360</b> | <b>0.1017</b> | <b>2.2000e-004</b> | <b>0.0807</b> | <b>5.7200e-003</b> | <b>0.0865</b> | <b>0.0180</b>  | <b>5.2600e-003</b> | <b>0.0233</b> | <b>0.0000</b> | <b>19.0871</b> | <b>19.0871</b> | <b>6.1700e-003</b> | <b>0.0000</b> | <b>19.2414</b> |

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10  | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5 | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |               |                    |                    |               |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 2.1000e-004        | 1.5000e-004        | 1.7400e-003        | 1.0000e-005        | 5.2000e-004        | 0.0000        | 5.3000e-004        | 1.4000e-004        | 0.0000        | 1.4000e-004        | 0.0000        | 0.4587        | 0.4587        | 1.0000e-005        | 0.0000        | 0.4590        |
| <b>Total</b> | <b>2.1000e-004</b> | <b>1.5000e-004</b> | <b>1.7400e-003</b> | <b>1.0000e-005</b> | <b>5.2000e-004</b> | <b>0.0000</b> | <b>5.3000e-004</b> | <b>1.4000e-004</b> | <b>0.0000</b> | <b>1.4000e-004</b> | <b>0.0000</b> | <b>0.4587</b> | <b>0.4587</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>0.4590</b> |

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.2158        | 1.9754        | 2.0700        | 3.4100e-003        |               | 0.1023        | 0.1023        |                | 0.0963        | 0.0963        | 0.0000        | 293.1324        | 293.1324        | 0.0702        | 0.0000        | 294.8881        |
| <b>Total</b> | <b>0.2158</b> | <b>1.9754</b> | <b>2.0700</b> | <b>3.4100e-003</b> |               | <b>0.1023</b> | <b>0.1023</b> |                | <b>0.0963</b> | <b>0.0963</b> | <b>0.0000</b> | <b>293.1324</b> | <b>293.1324</b> | <b>0.0702</b> | <b>0.0000</b> | <b>294.8881</b> |

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**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | tons/yr       |               |               |               |               |                    |               |                |                    |               | MT/yr         |                   |                   |               |               |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000            | 0.0000            | 0.0000        | 0.0000        | 0.0000            |
| Vendor       | 0.0527        | 1.6961        | 0.4580        | 4.5500e-003   | 0.1140        | 3.1800e-003        | 0.1171        | 0.0329         | 3.0400e-003        | 0.0359        | 0.0000        | 441.9835          | 441.9835          | 0.0264        | 0.0000        | 442.6435          |
| Worker       | 0.3051        | 0.2164        | 2.5233        | 7.3500e-003   | 0.7557        | 6.2300e-003        | 0.7619        | 0.2007         | 5.7400e-003        | 0.2065        | 0.0000        | 663.9936          | 663.9936          | 0.0187        | 0.0000        | 664.4604          |
| <b>Total</b> | <b>0.3578</b> | <b>1.9125</b> | <b>2.9812</b> | <b>0.0119</b> | <b>0.8696</b> | <b>9.4100e-003</b> | <b>0.8790</b> | <b>0.2336</b>  | <b>8.7800e-003</b> | <b>0.2424</b> | <b>0.0000</b> | <b>1,105.9771</b> | <b>1,105.9771</b> | <b>0.0451</b> | <b>0.0000</b> | <b>1,107.1039</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.2158        | 1.9754        | 2.0700        | 3.4100e-003        |               | 0.1023        | 0.1023        |                | 0.0963        | 0.0963        | 0.0000        | 293.1321        | 293.1321        | 0.0702        | 0.0000        | 294.8877        |
| <b>Total</b> | <b>0.2158</b> | <b>1.9754</b> | <b>2.0700</b> | <b>3.4100e-003</b> |               | <b>0.1023</b> | <b>0.1023</b> |                | <b>0.0963</b> | <b>0.0963</b> | <b>0.0000</b> | <b>293.1321</b> | <b>293.1321</b> | <b>0.0702</b> | <b>0.0000</b> | <b>294.8877</b> |

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**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | tons/yr       |               |               |               |               |                    |               |                |                    |               | MT/yr         |                   |                   |               |               |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000            | 0.0000            | 0.0000        | 0.0000        | 0.0000            |
| Vendor       | 0.0527        | 1.6961        | 0.4580        | 4.5500e-003   | 0.1140        | 3.1800e-003        | 0.1171        | 0.0329         | 3.0400e-003        | 0.0359        | 0.0000        | 441.9835          | 441.9835          | 0.0264        | 0.0000        | 442.6435          |
| Worker       | 0.3051        | 0.2164        | 2.5233        | 7.3500e-003   | 0.7557        | 6.2300e-003        | 0.7619        | 0.2007         | 5.7400e-003        | 0.2065        | 0.0000        | 663.9936          | 663.9936          | 0.0187        | 0.0000        | 664.4604          |
| <b>Total</b> | <b>0.3578</b> | <b>1.9125</b> | <b>2.9812</b> | <b>0.0119</b> | <b>0.8696</b> | <b>9.4100e-003</b> | <b>0.8790</b> | <b>0.2336</b>  | <b>8.7800e-003</b> | <b>0.2424</b> | <b>0.0000</b> | <b>1,105.9771</b> | <b>1,105.9771</b> | <b>0.0451</b> | <b>0.0000</b> | <b>1,107.1039</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1942        | 1.7765        | 2.0061        | 3.3300e-003        |               | 0.0864        | 0.0864        |                | 0.0813        | 0.0813        | 0.0000        | 286.2789        | 286.2789        | 0.0681        | 0.0000        | 287.9814        |
| <b>Total</b> | <b>0.1942</b> | <b>1.7765</b> | <b>2.0061</b> | <b>3.3300e-003</b> |               | <b>0.0864</b> | <b>0.0864</b> |                | <b>0.0813</b> | <b>0.0813</b> | <b>0.0000</b> | <b>286.2789</b> | <b>286.2789</b> | <b>0.0681</b> | <b>0.0000</b> | <b>287.9814</b> |



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**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | tons/yr       |               |               |               |               |                    |               |                |                    |               | MT/yr         |                   |                   |               |               |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000            | 0.0000            | 0.0000        | 0.0000        | 0.0000            |
| Vendor       | 0.0382        | 1.2511        | 0.4011        | 4.3000e-003   | 0.1113        | 1.4600e-003        | 0.1127        | 0.0321         | 1.4000e-003        | 0.0335        | 0.0000        | 417.9930          | 417.9930          | 0.0228        | 0.0000        | 418.5624          |
| Worker       | 0.2795        | 0.1910        | 2.2635        | 6.9100e-003   | 0.7377        | 5.9100e-003        | 0.7436        | 0.1960         | 5.4500e-003        | 0.2014        | 0.0000        | 624.5363          | 624.5363          | 0.0164        | 0.0000        | 624.9466          |
| <b>Total</b> | <b>0.3177</b> | <b>1.4420</b> | <b>2.6646</b> | <b>0.0112</b> | <b>0.8490</b> | <b>7.3700e-003</b> | <b>0.8564</b> | <b>0.2281</b>  | <b>6.8500e-003</b> | <b>0.2349</b> | <b>0.0000</b> | <b>1,042.5294</b> | <b>1,042.5294</b> | <b>0.0392</b> | <b>0.0000</b> | <b>1,043.5090</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1942        | 1.7765        | 2.0061        | 3.3300e-003        |               | 0.0864        | 0.0864        |                | 0.0813        | 0.0813        | 0.0000        | 286.2785        | 286.2785        | 0.0681        | 0.0000        | 287.9811        |
| <b>Total</b> | <b>0.1942</b> | <b>1.7765</b> | <b>2.0061</b> | <b>3.3300e-003</b> |               | <b>0.0864</b> | <b>0.0864</b> |                | <b>0.0813</b> | <b>0.0813</b> | <b>0.0000</b> | <b>286.2785</b> | <b>286.2785</b> | <b>0.0681</b> | <b>0.0000</b> | <b>287.9811</b> |

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**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | tons/yr       |               |               |               |               |                    |               |                |                    |               | MT/yr         |                   |                   |               |               |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000            | 0.0000            | 0.0000        | 0.0000        | 0.0000            |
| Vendor       | 0.0382        | 1.2511        | 0.4011        | 4.3000e-003   | 0.1113        | 1.4600e-003        | 0.1127        | 0.0321         | 1.4000e-003        | 0.0335        | 0.0000        | 417.9930          | 417.9930          | 0.0228        | 0.0000        | 418.5624          |
| Worker       | 0.2795        | 0.1910        | 2.2635        | 6.9100e-003   | 0.7377        | 5.9100e-003        | 0.7436        | 0.1960         | 5.4500e-003        | 0.2014        | 0.0000        | 624.5363          | 624.5363          | 0.0164        | 0.0000        | 624.9466          |
| <b>Total</b> | <b>0.3177</b> | <b>1.4420</b> | <b>2.6646</b> | <b>0.0112</b> | <b>0.8490</b> | <b>7.3700e-003</b> | <b>0.8564</b> | <b>0.2281</b>  | <b>6.8500e-003</b> | <b>0.2349</b> | <b>0.0000</b> | <b>1,042.5294</b> | <b>1,042.5294</b> | <b>0.0392</b> | <b>0.0000</b> | <b>1,043.5090</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

|              | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 6.7100e-003        | 0.0663        | 0.0948        | 1.5000e-004        |               | 3.3200e-003        | 3.3200e-003        |                | 3.0500e-003        | 3.0500e-003        | 0.0000        | 13.0175        | 13.0175        | 4.2100e-003        | 0.0000        | 13.1227        |
| Paving       | 0.0000             |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>6.7100e-003</b> | <b>0.0663</b> | <b>0.0948</b> | <b>1.5000e-004</b> |               | <b>3.3200e-003</b> | <b>3.3200e-003</b> |                | <b>3.0500e-003</b> | <b>3.0500e-003</b> | <b>0.0000</b> | <b>13.0175</b> | <b>13.0175</b> | <b>4.2100e-003</b> | <b>0.0000</b> | <b>13.1227</b> |

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**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 2.8000e-004        | 1.9000e-004        | 2.2300e-003        | 1.0000e-005        | 7.3000e-004        | 1.0000e-005        | 7.3000e-004        | 1.9000e-004        | 1.0000e-005        | 2.0000e-004        | 0.0000        | 0.6156        | 0.6156        | 2.0000e-005        | 0.0000        | 0.6160        |
| <b>Total</b> | <b>2.8000e-004</b> | <b>1.9000e-004</b> | <b>2.2300e-003</b> | <b>1.0000e-005</b> | <b>7.3000e-004</b> | <b>1.0000e-005</b> | <b>7.3000e-004</b> | <b>1.9000e-004</b> | <b>1.0000e-005</b> | <b>2.0000e-004</b> | <b>0.0000</b> | <b>0.6156</b> | <b>0.6156</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.6160</b> |

**Mitigated Construction On-Site**

|              | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 6.7100e-003        | 0.0663        | 0.0948        | 1.5000e-004        |               | 3.3200e-003        | 3.3200e-003        |                | 3.0500e-003        | 3.0500e-003        | 0.0000        | 13.0175        | 13.0175        | 4.2100e-003        | 0.0000        | 13.1227        |
| Paving       | 0.0000             |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>6.7100e-003</b> | <b>0.0663</b> | <b>0.0948</b> | <b>1.5000e-004</b> |               | <b>3.3200e-003</b> | <b>3.3200e-003</b> |                | <b>3.0500e-003</b> | <b>3.0500e-003</b> | <b>0.0000</b> | <b>13.0175</b> | <b>13.0175</b> | <b>4.2100e-003</b> | <b>0.0000</b> | <b>13.1227</b> |

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**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 2.8000e-004        | 1.9000e-004        | 2.2300e-003        | 1.0000e-005        | 7.3000e-004        | 1.0000e-005        | 7.3000e-004        | 1.9000e-004        | 1.0000e-005        | 2.0000e-004        | 0.0000        | 0.6156        | 0.6156        | 2.0000e-005        | 0.0000        | 0.6160        |
| <b>Total</b> | <b>2.8000e-004</b> | <b>1.9000e-004</b> | <b>2.2300e-003</b> | <b>1.0000e-005</b> | <b>7.3000e-004</b> | <b>1.0000e-005</b> | <b>7.3000e-004</b> | <b>1.9000e-004</b> | <b>1.0000e-005</b> | <b>2.0000e-004</b> | <b>0.0000</b> | <b>0.6156</b> | <b>0.6156</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.6160</b> |

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 0.0109        | 0.1048        | 0.1609        | 2.5000e-004        |               | 5.1500e-003        | 5.1500e-003        |                | 4.7400e-003        | 4.7400e-003        | 0.0000        | 22.0292        | 22.0292        | 7.1200e-003        | 0.0000        | 22.2073        |
| Paving       | 0.0000        |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>0.0109</b> | <b>0.1048</b> | <b>0.1609</b> | <b>2.5000e-004</b> |               | <b>5.1500e-003</b> | <b>5.1500e-003</b> |                | <b>4.7400e-003</b> | <b>4.7400e-003</b> | <b>0.0000</b> | <b>22.0292</b> | <b>22.0292</b> | <b>7.1200e-003</b> | <b>0.0000</b> | <b>22.2073</b> |

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**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 4.4000e-004        | 2.9000e-004        | 3.5100e-003        | 1.0000e-005        | 1.2300e-003        | 1.0000e-005        | 1.2400e-003        | 3.3000e-004        | 1.0000e-005        | 3.4000e-004        | 0.0000        | 1.0094        | 1.0094        | 3.0000e-005        | 0.0000        | 1.0100        |
| <b>Total</b> | <b>4.4000e-004</b> | <b>2.9000e-004</b> | <b>3.5100e-003</b> | <b>1.0000e-005</b> | <b>1.2300e-003</b> | <b>1.0000e-005</b> | <b>1.2400e-003</b> | <b>3.3000e-004</b> | <b>1.0000e-005</b> | <b>3.4000e-004</b> | <b>0.0000</b> | <b>1.0094</b> | <b>1.0094</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>1.0100</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 0.0109        | 0.1048        | 0.1609        | 2.5000e-004        |               | 5.1500e-003        | 5.1500e-003        |                | 4.7400e-003        | 4.7400e-003        | 0.0000        | 22.0292        | 22.0292        | 7.1200e-003        | 0.0000        | 22.2073        |
| Paving       | 0.0000        |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>0.0109</b> | <b>0.1048</b> | <b>0.1609</b> | <b>2.5000e-004</b> |               | <b>5.1500e-003</b> | <b>5.1500e-003</b> |                | <b>4.7400e-003</b> | <b>4.7400e-003</b> | <b>0.0000</b> | <b>22.0292</b> | <b>22.0292</b> | <b>7.1200e-003</b> | <b>0.0000</b> | <b>22.2073</b> |

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**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |               |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Worker       | 4.4000e-004        | 2.9000e-004        | 3.5100e-003        | 1.0000e-005        | 1.2300e-003        | 1.0000e-005        | 1.2400e-003        | 3.3000e-004        | 1.0000e-005        | 3.4000e-004        | 0.0000        | 1.0094        | 1.0094        | 3.0000e-005        | 0.0000        | 1.0100        |
| <b>Total</b> | <b>4.4000e-004</b> | <b>2.9000e-004</b> | <b>3.5100e-003</b> | <b>1.0000e-005</b> | <b>1.2300e-003</b> | <b>1.0000e-005</b> | <b>1.2400e-003</b> | <b>3.3000e-004</b> | <b>1.0000e-005</b> | <b>3.4000e-004</b> | <b>0.0000</b> | <b>1.0094</b> | <b>1.0094</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>1.0100</b> |

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

|                 | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category        | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Archit. Coating | 4.1372        |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Off-Road        | 3.1600e-003   | 0.0213        | 0.0317        | 5.0000e-005        |               | 1.0700e-003        | 1.0700e-003        |                | 1.0700e-003        | 1.0700e-003        | 0.0000        | 4.4682        | 4.4682        | 2.5000e-004        | 0.0000        | 4.4745        |
| <b>Total</b>    | <b>4.1404</b> | <b>0.0213</b> | <b>0.0317</b> | <b>5.0000e-005</b> |               | <b>1.0700e-003</b> | <b>1.0700e-003</b> |                | <b>1.0700e-003</b> | <b>1.0700e-003</b> | <b>0.0000</b> | <b>4.4682</b> | <b>4.4682</b> | <b>2.5000e-004</b> | <b>0.0000</b> | <b>4.4745</b> |

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**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|--------------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr            |                    |               |                    |               |                    |               |                    |                    |                    | MT/yr         |                |                |                    |               |                |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Worker       | 7.4800e-003        | 4.9300e-003        | 0.0596        | 1.9000e-004        | 0.0209        | 1.6000e-004        | 0.0211        | 5.5500e-003        | 1.5000e-004        | 5.7000e-003        | 0.0000        | 17.1287        | 17.1287        | 4.3000e-004        | 0.0000        | 17.1394        |
| <b>Total</b> | <b>7.4800e-003</b> | <b>4.9300e-003</b> | <b>0.0596</b> | <b>1.9000e-004</b> | <b>0.0209</b> | <b>1.6000e-004</b> | <b>0.0211</b> | <b>5.5500e-003</b> | <b>1.5000e-004</b> | <b>5.7000e-003</b> | <b>0.0000</b> | <b>17.1287</b> | <b>17.1287</b> | <b>4.3000e-004</b> | <b>0.0000</b> | <b>17.1394</b> |

**Mitigated Construction On-Site**

|                 | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category        | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Archit. Coating | 4.1372        |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Off-Road        | 3.1600e-003   | 0.0213        | 0.0317        | 5.0000e-005        |               | 1.0700e-003        | 1.0700e-003        |                | 1.0700e-003        | 1.0700e-003        | 0.0000        | 4.4682        | 4.4682        | 2.5000e-004        | 0.0000        | 4.4745        |
| <b>Total</b>    | <b>4.1404</b> | <b>0.0213</b> | <b>0.0317</b> | <b>5.0000e-005</b> |               | <b>1.0700e-003</b> | <b>1.0700e-003</b> |                | <b>1.0700e-003</b> | <b>1.0700e-003</b> | <b>0.0000</b> | <b>4.4682</b> | <b>4.4682</b> | <b>2.5000e-004</b> | <b>0.0000</b> | <b>4.4745</b> |

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**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|--------------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr            |                    |               |                    |               |                    |               |                    |                    |                    | MT/yr         |                |                |                    |               |                |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Worker       | 7.4800e-003        | 4.9300e-003        | 0.0596        | 1.9000e-004        | 0.0209        | 1.6000e-004        | 0.0211        | 5.5500e-003        | 1.5000e-004        | 5.7000e-003        | 0.0000        | 17.1287        | 17.1287        | 4.3000e-004        | 0.0000        | 17.1394        |
| <b>Total</b> | <b>7.4800e-003</b> | <b>4.9300e-003</b> | <b>0.0596</b> | <b>1.9000e-004</b> | <b>0.0209</b> | <b>1.6000e-004</b> | <b>0.0211</b> | <b>5.5500e-003</b> | <b>1.5000e-004</b> | <b>5.7000e-003</b> | <b>0.0000</b> | <b>17.1287</b> | <b>17.1287</b> | <b>4.3000e-004</b> | <b>0.0000</b> | <b>17.1394</b> |

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|             | ROG     | NOx    | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2  | Total CO2  | CH4    | N2O    | CO2e       |
|-------------|---------|--------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category    | tons/yr |        |         |        |               |              |            |                |               |             | MT/yr    |            |            |        |        |            |
| Mitigated   | 1.5857  | 7.9962 | 19.1834 | 0.0821 | 7.7979        | 0.0580       | 7.8559     | 2.0895         | 0.0539        | 2.1434      | 0.0000   | 7,620.4986 | 7,620.4986 | 0.3407 | 0.0000 | 7,629.0162 |
| Unmitigated | 1.5857  | 7.9962 | 19.1834 | 0.0821 | 7.7979        | 0.0580       | 7.8559     | 2.0895         | 0.0539        | 2.1434      | 0.0000   | 7,620.4986 | 7,620.4986 | 0.3407 | 0.0000 | 7,629.0162 |

4.2 Trip Summary Information

| Land Use                            | Average Daily Trip Rate |                 |                 | Unmitigated       | Mitigated         |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
|                                     | Weekday                 | Saturday        | Sunday          | Annual VMT        | Annual VMT        |
| Apartments Low Rise                 | 145.75                  | 154.25          | 154.00          | 506,227           | 506,227           |
| Apartments Mid Rise                 | 4,026.75                | 3,773.25        | 4075.50         | 13,660,065        | 13,660,065        |
| General Office Building             | 288.45                  | 62.55           | 31.05           | 706,812           | 706,812           |
| High Turnover (Sit Down Restaurant) | 2,368.80                | 2,873.52        | 2817.72         | 3,413,937         | 3,413,937         |
| Hotel                               | 192.00                  | 187.50          | 160.00          | 445,703           | 445,703           |
| Quality Restaurant                  | 501.12                  | 511.92          | 461.20          | 707,488           | 707,488           |
| Regional Shopping Center            | 528.08                  | 601.44          | 357.84          | 1,112,221         | 1,112,221         |
| <b>Total</b>                        | <b>8,050.95</b>         | <b>8,164.43</b> | <b>8,057.31</b> | <b>20,552,452</b> | <b>20,552,452</b> |

4.3 Trip Type Information

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 Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

| Land Use                            | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building             | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel                               | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant                  | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center            | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|                         | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2  | Total CO2  | CH4    | N2O    | CO2e       |
|-------------------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category                | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |            |            |        |        |            |
| Electricity Mitigated   |         |        |        |             |               |              | 0.0000     | 0.0000         |               | 0.0000      | 0.0000   | 2,512.6465 | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |
| Electricity Unmitigated |         |        |        |             |               |              | 0.0000     | 0.0000         |               | 0.0000      | 0.0000   | 2,512.6465 | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |
| NaturalGas Mitigated    | 0.1398  | 1.2312 | 0.7770 | 7.6200e-003 |               | 0.0966       | 0.0966     |                | 0.0966        | 0.0966      | 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 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                   |                   |               |               |                   |
| Apartments Low Rise                 | 408494         | 2.2000e-003   | 0.0188        | 8.0100e-003   | 1.2000e-004        |               | 1.5200e-003   | 1.5200e-003   |                | 1.5200e-003   | 1.5200e-003   | 0.0000        | 21.7988           | 21.7988           | 4.2000e-004   | 4.0000e-004   | 21.9284           |
| Apartments Mid Rise                 | 1.30613e+007   | 0.0704        | 0.6018        | 0.2561        | 3.8400e-003        |               | 0.0487        | 0.0487        |                | 0.0487        | 0.0487        | 0.0000        | 696.9989          | 696.9989          | 0.0134        | 0.0128        | 701.1408          |
| General Office Building             | 468450         | 2.5300e-003   | 0.0230        | 0.0193        | 1.4000e-004        |               | 1.7500e-003   | 1.7500e-003   |                | 1.7500e-003   | 1.7500e-003   | 0.0000        | 24.9983           | 24.9983           | 4.8000e-004   | 4.6000e-004   | 25.1468           |
| High Turnover (Sit Down Restaurant) | 8.30736e+006   | 0.0448        | 0.4072        | 0.3421        | 2.4400e-003        |               | 0.0310        | 0.0310        |                | 0.0310        | 0.0310        | 0.0000        | 443.3124          | 443.3124          | 8.5000e-003   | 8.1300e-003   | 445.9468          |
| Hotel                               | 1.74095e+006   | 9.3900e-003   | 0.0853        | 0.0717        | 5.1000e-004        |               | 6.4900e-003   | 6.4900e-003   |                | 6.4900e-003   | 6.4900e-003   | 0.0000        | 92.9036           | 92.9036           | 1.7800e-003   | 1.7000e-003   | 93.4557           |
| Quality Restaurant                  | 1.84608e+006   | 9.9500e-003   | 0.0905        | 0.0760        | 5.4000e-004        |               | 6.8800e-003   | 6.8800e-003   |                | 6.8800e-003   | 6.8800e-003   | 0.0000        | 98.5139           | 98.5139           | 1.8900e-003   | 1.8100e-003   | 99.0993           |
| Regional Shopping Center            | 91840          | 5.0000e-004   | 4.5000e-003   | 3.7800e-003   | 3.0000e-005        |               | 3.4000e-004   | 3.4000e-004   |                | 3.4000e-004   | 3.4000e-004   | 0.0000        | 4.9009            | 4.9009            | 9.0000e-005   | 9.0000e-005   | 4.9301            |
| <b>Total</b>                        |                | <b>0.1398</b> | <b>1.2312</b> | <b>0.7770</b> | <b>7.6200e-003</b> |               | <b>0.0966</b> | <b>0.0966</b> |                | <b>0.0966</b> | <b>0.0966</b> | <b>0.0000</b> | <b>1,383.4268</b> | <b>1,383.4268</b> | <b>0.0265</b> | <b>0.0254</b> | <b>1,391.6478</b> |

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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                   |                   |               |               |                   |
| Apartments Low Rise                 | 408494         | 2.2000e-003   | 0.0188        | 8.0100e-003   | 1.2000e-004        |               | 1.5200e-003   | 1.5200e-003   |                | 1.5200e-003   | 1.5200e-003   | 0.0000        | 21.7988           | 21.7988           | 4.2000e-004   | 4.0000e-004   | 21.9284           |
| Apartments Mid Rise                 | 1.30613e+007   | 0.0704        | 0.6018        | 0.2561        | 3.8400e-003        |               | 0.0487        | 0.0487        |                | 0.0487        | 0.0487        | 0.0000        | 696.9989          | 696.9989          | 0.0134        | 0.0128        | 701.1408          |
| General Office Building             | 468450         | 2.5300e-003   | 0.0230        | 0.0193        | 1.4000e-004        |               | 1.7500e-003   | 1.7500e-003   |                | 1.7500e-003   | 1.7500e-003   | 0.0000        | 24.9983           | 24.9983           | 4.8000e-004   | 4.6000e-004   | 25.1468           |
| High Turnover (Sit Down Restaurant) | 8.30736e+006   | 0.0448        | 0.4072        | 0.3421        | 2.4400e-003        |               | 0.0310        | 0.0310        |                | 0.0310        | 0.0310        | 0.0000        | 443.3124          | 443.3124          | 8.5000e-003   | 8.1300e-003   | 445.9468          |
| Hotel                               | 1.74095e+006   | 9.3900e-003   | 0.0853        | 0.0717        | 5.1000e-004        |               | 6.4900e-003   | 6.4900e-003   |                | 6.4900e-003   | 6.4900e-003   | 0.0000        | 92.9036           | 92.9036           | 1.7800e-003   | 1.7000e-003   | 93.4557           |
| Quality Restaurant                  | 1.84608e+006   | 9.9500e-003   | 0.0905        | 0.0760        | 5.4000e-004        |               | 6.8800e-003   | 6.8800e-003   |                | 6.8800e-003   | 6.8800e-003   | 0.0000        | 98.5139           | 98.5139           | 1.8900e-003   | 1.8100e-003   | 99.0993           |
| Regional Shopping Center            | 91840          | 5.0000e-004   | 4.5000e-003   | 3.7800e-003   | 3.0000e-005        |               | 3.4000e-004   | 3.4000e-004   |                | 3.4000e-004   | 3.4000e-004   | 0.0000        | 4.9009            | 4.9009            | 9.0000e-005   | 9.0000e-005   | 4.9301            |
| <b>Total</b>                        |                | <b>0.1398</b> | <b>1.2312</b> | <b>0.7770</b> | <b>7.6200e-003</b> |               | <b>0.0966</b> | <b>0.0966</b> |                | <b>0.0966</b> | <b>0.0966</b> | <b>0.0000</b> | <b>1,383.4268</b> | <b>1,383.4268</b> | <b>0.0265</b> | <b>0.0254</b> | <b>1,391.6478</b> |

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

|                                     | Electricity Use | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kWh/yr          | MT/yr             |               |               |                   |
| Apartments Low Rise                 | 106010          | 33.7770           | 1.3900e-003   | 2.9000e-004   | 33.8978           |
| Apartments Mid Rise                 | 3.94697e+006    | 1,257.5879        | 0.0519        | 0.0107        | 1,262.0869        |
| General Office Building             | 584550          | 186.2502          | 7.6900e-003   | 1.5900e-003   | 186.9165          |
| High Turnover (Sit Down Restaurant) | 1.58904e+006    | 506.3022          | 0.0209        | 4.3200e-003   | 508.1135          |
| Hotel                               | 550308          | 175.3399          | 7.2400e-003   | 1.5000e-003   | 175.9672          |
| Quality Restaurant                  | 353120          | 112.5116          | 4.6500e-003   | 9.6000e-004   | 112.9141          |
| Regional Shopping Center            | 756000          | 240.8778          | 9.9400e-003   | 2.0600e-003   | 241.7395          |
| <b>Total</b>                        |                 | <b>2,512.6465</b> | <b>0.1037</b> | <b>0.0215</b> | <b>2,521.6356</b> |

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

|                                     | Electricity Use | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kWh/yr          | MT/yr             |               |               |                   |
| Apartments Low Rise                 | 106010          | 33.7770           | 1.3900e-003   | 2.9000e-004   | 33.8978           |
| Apartments Mid Rise                 | 3.94697e+006    | 1,257.5879        | 0.0519        | 0.0107        | 1,262.0869        |
| General Office Building             | 584550          | 186.2502          | 7.6900e-003   | 1.5900e-003   | 186.9165          |
| High Turnover (Sit Down Restaurant) | 1.58904e+006    | 506.3022          | 0.0209        | 4.3200e-003   | 508.1135          |
| Hotel                               | 550308          | 175.3399          | 7.2400e-003   | 1.5000e-003   | 175.9672          |
| Quality Restaurant                  | 353120          | 112.5116          | 4.6500e-003   | 9.6000e-004   | 112.9141          |
| Regional Shopping Center            | 756000          | 240.8778          | 9.9400e-003   | 2.0600e-003   | 241.7395          |
| <b>Total</b>                        |                 | <b>2,512.6465</b> | <b>0.1037</b> | <b>0.0215</b> | <b>2,521.6356</b> |

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|             | ROG     | NOx    | CO      | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O         | CO2e     |
|-------------|---------|--------|---------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| Category    | tons/yr |        |         |             |               |              |            |                |               |             | MT/yr    |           |           |        |             |          |
| Mitigated   | 5.1437  | 0.2950 | 10.3804 | 1.6700e-003 |               | 0.0714       | 0.0714     |                | 0.0714        | 0.0714      | 0.0000   | 220.9670  | 220.9670  | 0.0201 | 3.7400e-003 | 222.5835 |
| Unmitigated | 5.1437  | 0.2950 | 10.3804 | 1.6700e-003 |               | 0.0714       | 0.0714     |                | 0.0714        | 0.0714      | 0.0000   | 220.9670  | 220.9670  | 0.0201 | 3.7400e-003 | 222.5835 |

6.2 Area by SubCategory

Unmitigated

|                       | ROG           | NOx           | CO             | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O                | CO2e            |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| SubCategory           | tons/yr       |               |                |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |                    |                 |
| Architectural Coating | 0.4137        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Consumer Products     | 4.3998        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Hearth                | 0.0206        | 0.1763        | 0.0750         | 1.1200e-003        |               | 0.0143        | 0.0143        |                | 0.0143        | 0.0143        | 0.0000        | 204.1166        | 204.1166        | 3.9100e-003   | 3.7400e-003        | 205.3295        |
| Landscaping           | 0.3096        | 0.1187        | 10.3054        | 5.4000e-004        |               | 0.0572        | 0.0572        |                | 0.0572        | 0.0572        | 0.0000        | 16.8504         | 16.8504         | 0.0161        | 0.0000             | 17.2540         |
| <b>Total</b>          | <b>5.1437</b> | <b>0.2950</b> | <b>10.3804</b> | <b>1.6600e-003</b> |               | <b>0.0714</b> | <b>0.0714</b> |                | <b>0.0714</b> | <b>0.0714</b> | <b>0.0000</b> | <b>220.9670</b> | <b>220.9670</b> | <b>0.0201</b> | <b>3.7400e-003</b> | <b>222.5835</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**6.2 Area by SubCategory**

**Mitigated**

|                       | ROG           | NOx           | CO             | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O                | CO2e            |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| SubCategory           | tons/yr       |               |                |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |                    |                 |
| Architectural Coating | 0.4137        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Consumer Products     | 4.3998        |               |                |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| Hearth                | 0.0206        | 0.1763        | 0.0750         | 1.1200e-003        |               | 0.0143        | 0.0143        |                | 0.0143        | 0.0143        | 0.0000        | 204.1166        | 204.1166        | 3.9100e-003   | 3.7400e-003        | 205.3295        |
| Landscaping           | 0.3096        | 0.1187        | 10.3054        | 5.4000e-004        |               | 0.0572        | 0.0572        |                | 0.0572        | 0.0572        | 0.0000        | 16.8504         | 16.8504         | 0.0161        | 0.0000             | 17.2540         |
| <b>Total</b>          | <b>5.1437</b> | <b>0.2950</b> | <b>10.3804</b> | <b>1.6600e-003</b> |               | <b>0.0714</b> | <b>0.0714</b> |                | <b>0.0714</b> | <b>0.0714</b> | <b>0.0000</b> | <b>220.9670</b> | <b>220.9670</b> | <b>0.0201</b> | <b>3.7400e-003</b> | <b>222.5835</b> |

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

|             | Total CO2 | CH4    | N2O    | CO2e     |
|-------------|-----------|--------|--------|----------|
| Category    | MT/yr     |        |        |          |
| Mitigated   | 585.8052  | 3.0183 | 0.0755 | 683.7567 |
| Unmitigated | 585.8052  | 3.0183 | 0.0755 | 683.7567 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**7.2 Water by Land Use**

**Unmitigated**

|                                     | Indoor/Outdoor Use | Total CO2       | CH4           | N2O           | CO2e            |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use                            | Mgal               | MT/yr           |               |               |                 |
| Apartments Low Rise                 | 1.62885 / 1.02688  | 10.9095         | 0.0535        | 1.3400e-003   | 12.6471         |
| Apartments Mid Rise                 | 63.5252 / 40.0485  | 425.4719        | 2.0867        | 0.0523        | 493.2363        |
| General Office Building             | 7.99802 / 4.90201  | 53.0719         | 0.2627        | 6.5900e-003   | 61.6019         |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702         | 0.3580        | 8.8200e-003   | 62.8482         |
| Hotel                               | 1.26834 / 0.140927 | 6.1633          | 0.0416        | 1.0300e-003   | 7.5079          |
| Quality Restaurant                  | 2.42827 / 0.154996 | 11.3934         | 0.0796        | 1.9600e-003   | 13.9663         |
| Regional Shopping Center            | 4.14806 / 2.54236  | 27.5250         | 0.1363        | 3.4200e-003   | 31.9490         |
| <b>Total</b>                        |                    | <b>585.8052</b> | <b>3.0183</b> | <b>0.0755</b> | <b>683.7567</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**7.2 Water by Land Use**

**Mitigated**

|                                     | Indoor/Outdoor Use | Total CO2       | CH4           | N2O           | CO2e            |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| Land Use                            | Mgal               | MT/yr           |               |               |                 |
| Apartments Low Rise                 | 1.62885 / 1.02688  | 10.9095         | 0.0535        | 1.3400e-003   | 12.6471         |
| Apartments Mid Rise                 | 63.5252 / 40.0485  | 425.4719        | 2.0867        | 0.0523        | 493.2363        |
| General Office Building             | 7.99802 / 4.90201  | 53.0719         | 0.2627        | 6.5900e-003   | 61.6019         |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702         | 0.3580        | 8.8200e-003   | 62.8482         |
| Hotel                               | 1.26834 / 0.140927 | 6.1633          | 0.0416        | 1.0300e-003   | 7.5079          |
| Quality Restaurant                  | 2.42827 / 0.154996 | 11.3934         | 0.0796        | 1.9600e-003   | 13.9663         |
| Regional Shopping Center            | 4.14806 / 2.54236  | 27.5250         | 0.1363        | 3.4200e-003   | 31.9490         |
| <b>Total</b>                        |                    | <b>585.8052</b> | <b>3.0183</b> | <b>0.0755</b> | <b>683.7567</b> |

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**Category/Year**

|             | Total CO2 | CH4     | N2O    | CO2e     |
|-------------|-----------|---------|--------|----------|
|             | MT/yr     |         |        |          |
| Mitigated   | 207.8079  | 12.2811 | 0.0000 | 514.8354 |
| Unmitigated | 207.8079  | 12.2811 | 0.0000 | 514.8354 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

|                                     | Waste Disposed | Total CO2       | CH4            | N2O           | CO2e            |
|-------------------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use                            | tons           | MT/yr           |                |               |                 |
| Apartments Low Rise                 | 11.5           | 2.3344          | 0.1380         | 0.0000        | 5.7834          |
| Apartments Mid Rise                 | 448.5          | 91.0415         | 5.3804         | 0.0000        | 225.5513        |
| General Office Building             | 41.85          | 8.4952          | 0.5021         | 0.0000        | 21.0464         |
| High Turnover (Sit Down Restaurant) | 428.4          | 86.9613         | 5.1393         | 0.0000        | 215.4430        |
| Hotel                               | 27.38          | 5.5579          | 0.3285         | 0.0000        | 13.7694         |
| Quality Restaurant                  | 7.3            | 1.4818          | 0.0876         | 0.0000        | 3.6712          |
| Regional Shopping Center            | 58.8           | 11.9359         | 0.7054         | 0.0000        | 29.5706         |
| <b>Total</b>                        |                | <b>207.8079</b> | <b>12.2811</b> | <b>0.0000</b> | <b>514.8354</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

**8.2 Waste by Land Use**

**Mitigated**

|                                     | Waste Disposed | Total CO2       | CH4            | N2O           | CO2e            |
|-------------------------------------|----------------|-----------------|----------------|---------------|-----------------|
| Land Use                            | tons           | MT/yr           |                |               |                 |
| Apartments Low Rise                 | 11.5           | 2.3344          | 0.1380         | 0.0000        | 5.7834          |
| Apartments Mid Rise                 | 448.5          | 91.0415         | 5.3804         | 0.0000        | 225.5513        |
| General Office Building             | 41.85          | 8.4952          | 0.5021         | 0.0000        | 21.0464         |
| High Turnover (Sit Down Restaurant) | 428.4          | 86.9613         | 5.1393         | 0.0000        | 215.4430        |
| Hotel                               | 27.38          | 5.5579          | 0.3285         | 0.0000        | 13.7694         |
| Quality Restaurant                  | 7.3            | 1.4818          | 0.0876         | 0.0000        | 3.6712          |
| Regional Shopping Center            | 58.8           | 11.9359         | 0.7054         | 0.0000        | 29.5706         |
| <b>Total</b>                        |                | <b>207.8079</b> | <b>12.2811</b> | <b>0.0000</b> | <b>514.8354</b> |

**9.0 Operational Offroad**

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**Village South Specific Plan (Proposed)**  
**Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

| Land Uses                           | Size   | Metric        | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building             | 45.00  | 1000sqft      | 1.03        | 45,000.00          | 0          |
| High Turnover (Sit Down Restaurant) | 36.00  | 1000sqft      | 0.83        | 36,000.00          | 0          |
| Hotel                               | 50.00  | Room          | 1.67        | 72,600.00          | 0          |
| Quality Restaurant                  | 8.00   | 1000sqft      | 0.18        | 8,000.00           | 0          |
| Apartments Low Rise                 | 25.00  | Dwelling Unit | 1.56        | 25,000.00          | 72         |
| Apartments Mid Rise                 | 975.00 | Dwelling Unit | 25.66       | 975,000.00         | 2789       |
| Regional Shopping Center            | 56.00  | 1000sqft      | 1.29        | 56,000.00          | 0          |

**1.2 Other Project Characteristics**

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 33    |
| <b>Climate Zone</b>             | 9                          |                                 |       | <b>Operational Year</b>          | 2028  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 702.44                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 0.006 |

**1.3 User Entered Comments & Non-Default Data**

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

| Table Name      | Column Name       | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | NumberWood        | 1.25          | 0.00      |
| tblFireplaces   | NumberWood        | 48.75         | 0.00      |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblVehicleTrips | ST_TR             | 7.16          | 6.17      |
| tblVehicleTrips | ST_TR             | 6.39          | 3.87      |
| tblVehicleTrips | ST_TR             | 2.46          | 1.39      |
| tblVehicleTrips | ST_TR             | 158.37        | 79.82     |

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|                 |                    |        |       |
|-----------------|--------------------|--------|-------|
| tblVehicleTrips | ST_TR              | 8.19   | 3.75  |
| tblVehicleTrips | ST_TR              | 94.36  | 63.99 |
| tblVehicleTrips | ST_TR              | 49.97  | 10.74 |
| tblVehicleTrips | SU_TR              | 6.07   | 6.16  |
| tblVehicleTrips | SU_TR              | 5.86   | 4.18  |
| tblVehicleTrips | SU_TR              | 1.05   | 0.69  |
| tblVehicleTrips | SU_TR              | 131.84 | 78.27 |
| tblVehicleTrips | SU_TR              | 5.95   | 3.20  |
| tblVehicleTrips | SU_TR              | 72.16  | 57.65 |
| tblVehicleTrips | SU_TR              | 25.24  | 6.39  |
| tblVehicleTrips | WD_TR              | 6.59   | 5.83  |
| tblVehicleTrips | WD_TR              | 6.65   | 4.13  |
| tblVehicleTrips | WD_TR              | 11.03  | 6.41  |
| tblVehicleTrips | WD_TR              | 127.15 | 65.80 |
| tblVehicleTrips | WD_TR              | 8.17   | 3.84  |
| tblVehicleTrips | WD_TR              | 89.95  | 62.64 |
| tblVehicleTrips | WD_TR              | 42.70  | 9.43  |
| tblWoodstoves   | NumberCatalytic    | 1.25   | 0.00  |
| tblWoodstoves   | NumberCatalytic    | 48.75  | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 1.25   | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 48.75  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |

## 2.0 Emissions Summary

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

|                | ROG             | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year           | lb/day          |                |                |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| 2021           | 4.2561          | 46.4415        | 31.4494        | 0.0636        | 18.2032        | 2.0456        | 20.2488        | 9.9670         | 1.8820        | 11.8490        | 0.0000        | 6,163.4166         | 6,163.4166         | 1.9475        | 0.0000        | 6,212.1039         |
| 2022           | 4.5441          | 38.8811        | 40.8776        | 0.1240        | 8.8255         | 1.6361        | 10.4616        | 3.6369         | 1.5052        | 5.1421         | 0.0000        | 12,493.4403        | 12,493.4403        | 1.9485        | 0.0000        | 12,518.5707        |
| 2023           | 4.1534          | 25.7658        | 38.7457        | 0.1206        | 7.0088         | 0.7592        | 7.7679         | 1.8799         | 0.7136        | 2.5935         | 0.0000        | 12,150.4890        | 12,150.4890        | 0.9589        | 0.0000        | 12,174.4615        |
| 2024           | 237.0219        | 9.5478         | 14.9642        | 0.0239        | 1.2171         | 0.4694        | 1.2875         | 0.3229         | 0.4319        | 0.4621         | 0.0000        | 2,313.1808         | 2,313.1808         | 0.7166        | 0.0000        | 2,331.0956         |
| <b>Maximum</b> | <b>237.0219</b> | <b>46.4415</b> | <b>40.8776</b> | <b>0.1240</b> | <b>18.2032</b> | <b>2.0456</b> | <b>20.2488</b> | <b>9.9670</b>  | <b>1.8820</b> | <b>11.8490</b> | <b>0.0000</b> | <b>12,493.4403</b> | <b>12,493.4403</b> | <b>1.9485</b> | <b>0.0000</b> | <b>12,518.5707</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2               | Total CO2               | CH4           | N2O           | CO2e                    |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                         |                         |               |               |                         |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.59<br>50         | 18,148.59<br>50         | 0.4874        | 0.3300        | 18,259.11<br>92         |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.983<br>2          | 8,355.983<br>2          | 0.1602        | 0.1532        | 8,405.638<br>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<br>34         | 50,306.60<br>34         | 2.1807        |               | 50,361.12<br>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<br/>16</b> | <b>76,811.18<br/>16</b> | <b>2.8282</b> | <b>0.4832</b> | <b>77,025.87<br/>86</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00          | 0.00         | 0.00       | 0.00           | 0.00          | 0.00        | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

### 3.0 Construction Detail

#### Construction Phase

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date   | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1            | Demolition            | Demolition            | 9/1/2021   | 10/12/2021 | 5             | 30       |                   |
| 2            | Site Preparation      | Site Preparation      | 10/13/2021 | 11/9/2021  | 5             | 20       |                   |
| 3            | Grading               | Grading               | 11/10/2021 | 1/11/2022  | 5             | 45       |                   |
| 4            | Building Construction | Building Construction | 1/12/2022  | 12/12/2023 | 5             | 500      |                   |
| 5            | Paving                | Paving                | 12/13/2023 | 1/30/2024  | 5             | 35       |                   |
| 6            | Architectural Coating | Architectural Coating | 1/31/2024  | 3/19/2024  | 5             | 35       |                   |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Phase Name            | Offroad Equipment Type    | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition            | Concrete/Industrial Saws  | 1      | 8.00        | 81          | 0.73        |
| Demolition            | Excavators                | 3      | 8.00        | 158         | 0.38        |
| Demolition            | Rubber Tired Dozers       | 2      | 8.00        | 247         | 0.40        |
| Site Preparation      | Rubber Tired Dozers       | 3      | 8.00        | 247         | 0.40        |
| Site Preparation      | Tractors/Loaders/Backhoes | 4      | 8.00        | 97          | 0.37        |
| Grading               | Excavators                | 2      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Scrapers                  | 2      | 8.00        | 367         | 0.48        |
| Grading               | Tractors/Loaders/Backhoes | 2      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 7.00        | 231         | 0.29        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 3      | 7.00        | 97          | 0.37        |
| Building Construction | Welders                   | 1      | 8.00        | 46          | 0.45        |
| Paving                | Pavers                    | 2      | 8.00        | 130         | 0.42        |
| Paving                | Paving Equipment          | 2      | 8.00        | 132         | 0.36        |
| Paving                | Rollers                   | 2      | 8.00        | 80          | 0.38        |
| Architectural Coating | Air Compressors           | 1      | 6.00        | 78          | 0.48        |

Trips and VMT



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition            | 6                       | 15.00              | 0.00               | 458.00              | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Site Preparation      | 7                       | 18.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 8                       | 20.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 801.00             | 143.00             | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 160.00             | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        |          | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> |          | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1273        | 4.0952        | 0.9602        | 0.0119        | 0.2669        | 0.0126        | 0.2795        | 0.0732         | 0.0120        | 0.0852        |          | 1,292.2413        | 1,292.2413        | 0.0877        |     | 1,294.4337        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0487        | 0.0313        | 0.4282        | 1.1800e-003   | 0.1141        | 9.5000e-004   | 0.1151        | 0.0303         | 8.8000e-004   | 0.0311        |          | 117.2799          | 117.2799          | 3.5200e-003   |     | 117.3678          |
| <b>Total</b> | <b>0.1760</b> | <b>4.1265</b> | <b>1.3884</b> | <b>0.0131</b> | <b>0.3810</b> | <b>0.0135</b> | <b>0.3946</b> | <b>0.1034</b>  | <b>0.0129</b> | <b>0.1163</b> |          | <b>1,409.5212</b> | <b>1,409.5212</b> | <b>0.0912</b> |     | <b>1,411.8015</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        | 0.0000        | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> | <b>0.0000</b> | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1273        | 4.0952        | 0.9602        | 0.0119        | 0.2669        | 0.0126        | 0.2795        | 0.0732         | 0.0120        | 0.0852        |          | 1,292.2413        | 1,292.2413        | 0.0877        |     | 1,294.4337        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0487        | 0.0313        | 0.4282        | 1.1800e-003   | 0.1141        | 9.5000e-004   | 0.1151        | 0.0303         | 8.8000e-004   | 0.0311        |          | 117.2799          | 117.2799          | 3.5200e-003   |     | 117.3678          |
| <b>Total</b> | <b>0.1760</b> | <b>4.1265</b> | <b>1.3884</b> | <b>0.0131</b> | <b>0.3810</b> | <b>0.0135</b> | <b>0.3946</b> | <b>0.1034</b>  | <b>0.0129</b> | <b>0.1163</b> |          | <b>1,409.5212</b> | <b>1,409.5212</b> | <b>0.0912</b> |     | <b>1,411.8015</b> |

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         |          | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> |          | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0584        | 0.0375        | 0.5139        | 1.4100e-003        | 0.1369        | 1.1400e-003        | 0.1381        | 0.0363         | 1.0500e-003        | 0.0374        |          | 140.7359        | 140.7359        | 4.2200e-003        |     | 140.8414        |
| <b>Total</b> | <b>0.0584</b> | <b>0.0375</b> | <b>0.5139</b> | <b>1.4100e-003</b> | <b>0.1369</b> | <b>1.1400e-003</b> | <b>0.1381</b> | <b>0.0363</b>  | <b>1.0500e-003</b> | <b>0.0374</b> |          | <b>140.7359</b> | <b>140.7359</b> | <b>4.2200e-003</b> |     | <b>140.8414</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         | 0.0000        | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> | <b>0.0000</b> | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0584        | 0.0375        | 0.5139        | 1.4100e-003        | 0.1369        | 1.1400e-003        | 0.1381        | 0.0363         | 1.0500e-003        | 0.0374        |          | 140.7359        | 140.7359        | 4.2200e-003        |     | 140.8414        |
| <b>Total</b> | <b>0.0584</b> | <b>0.0375</b> | <b>0.5139</b> | <b>1.4100e-003</b> | <b>0.1369</b> | <b>1.1400e-003</b> | <b>0.1381</b> | <b>0.0363</b>  | <b>1.0500e-003</b> | <b>0.0374</b> |          | <b>140.7359</b> | <b>140.7359</b> | <b>4.2200e-003</b> |     | <b>140.8414</b> |

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        |          | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> |          | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0649        | 0.0417        | 0.5710        | 1.5700e-003        | 0.1521        | 1.2700e-003        | 0.1534        | 0.0404         | 1.1700e-003        | 0.0415        |          | 156.3732        | 156.3732        | 4.6900e-003        |     | 156.4904        |
| <b>Total</b> | <b>0.0649</b> | <b>0.0417</b> | <b>0.5710</b> | <b>1.5700e-003</b> | <b>0.1521</b> | <b>1.2700e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1700e-003</b> | <b>0.0415</b> |          | <b>156.3732</b> | <b>156.3732</b> | <b>4.6900e-003</b> |     | <b>156.4904</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        | 0.0000        | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> | <b>0.0000</b> | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0649        | 0.0417        | 0.5710        | 1.5700e-003        | 0.1521        | 1.2700e-003        | 0.1534        | 0.0404         | 1.1700e-003        | 0.0415        |          | 156.3732        | 156.3732        | 4.6900e-003        |     | 156.4904        |
| <b>Total</b> | <b>0.0649</b> | <b>0.0417</b> | <b>0.5710</b> | <b>1.5700e-003</b> | <b>0.1521</b> | <b>1.2700e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1700e-003</b> | <b>0.0415</b> |          | <b>156.3732</b> | <b>156.3732</b> | <b>4.6900e-003</b> |     | <b>156.4904</b> |

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        |          | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> |          | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0607        | 0.0376        | 0.5263        | 1.5100e-003        | 0.1521        | 1.2300e-003        | 0.1534        | 0.0404         | 1.1300e-003        | 0.0415        |          | 150.8754        | 150.8754        | 4.2400e-003        |     | 150.9813        |
| <b>Total</b> | <b>0.0607</b> | <b>0.0376</b> | <b>0.5263</b> | <b>1.5100e-003</b> | <b>0.1521</b> | <b>1.2300e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1300e-003</b> | <b>0.0415</b> |          | <b>150.8754</b> | <b>150.8754</b> | <b>4.2400e-003</b> |     | <b>150.9813</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        | 0.0000        | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> | <b>0.0000</b> | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0607        | 0.0376        | 0.5263        | 1.5100e-003        | 0.1521        | 1.2300e-003        | 0.1534        | 0.0404         | 1.1300e-003        | 0.0415        |          | 150.8754        | 150.8754        | 4.2400e-003        |     | 150.9813        |
| <b>Total</b> | <b>0.0607</b> | <b>0.0376</b> | <b>0.5263</b> | <b>1.5100e-003</b> | <b>0.1521</b> | <b>1.2300e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1300e-003</b> | <b>0.0415</b> |          | <b>150.8754</b> | <b>150.8754</b> | <b>4.2400e-003</b> |     | <b>150.9813</b> |

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        |          | 2,554.3336        | 2,554.3336        | 0.6120        |     | 2,569.6322        |
| <b>Total</b> | <b>1.7062</b> | <b>15.6156</b> | <b>16.3634</b> | <b>0.0269</b> |               | <b>0.8090</b> | <b>0.8090</b> |                | <b>0.7612</b> | <b>0.7612</b> |          | <b>2,554.3336</b> | <b>2,554.3336</b> | <b>0.6120</b> |     | <b>2,569.6322</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2         | 3,896.548<br>2         | 0.2236        |     | 3,902.138<br>4         |
| Worker       | 2.4299        | 1.5074         | 21.0801        | 0.0607        | 6.0932        | 0.0493        | 6.1425        | 1.6163         | 0.0454        | 1.6617        |          | 6,042.558<br>5         | 6,042.558<br>5         | 0.1697        |     | 6,046.800<br>0         |
| <b>Total</b> | <b>2.8378</b> | <b>14.7106</b> | <b>24.5142</b> | <b>0.0971</b> | <b>7.0087</b> | <b>0.0741</b> | <b>7.0828</b> | <b>1.8799</b>  | <b>0.0691</b> | <b>1.9490</b> |          | <b>9,939.106<br/>7</b> | <b>9,939.106<br/>7</b> | <b>0.3933</b> |     | <b>9,948.938<br/>4</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        | 0.0000        | 2,554.333<br>6         | 2,554.333<br>6         | 0.6120        |     | 2,569.632<br>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<br/>6</b> | <b>2,554.333<br/>6</b> | <b>0.6120</b> |     | <b>2,569.632<br/>2</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.4079        | 13.2032        | 3.4341         | 0.0364        | 0.9155        | 0.0248        | 0.9404        | 0.2636         | 0.0237        | 0.2873        |          | 3,896.548<br>2         | 3,896.548<br>2         | 0.2236        |     | 3,902.138<br>4         |
| Worker       | 2.4299        | 1.5074         | 21.0801        | 0.0607        | 6.0932        | 0.0493        | 6.1425        | 1.6163         | 0.0454        | 1.6617        |          | 6,042.558<br>5         | 6,042.558<br>5         | 0.1697        |     | 6,046.800<br>0         |
| <b>Total</b> | <b>2.8378</b> | <b>14.7106</b> | <b>24.5142</b> | <b>0.0971</b> | <b>7.0087</b> | <b>0.0741</b> | <b>7.0828</b> | <b>1.8799</b>  | <b>0.0691</b> | <b>1.9490</b> |          | <b>9,939.106<br/>7</b> | <b>9,939.106<br/>7</b> | <b>0.3933</b> |     | <b>9,948.938<br/>4</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        |          | 2,555.209<br>9         | 2,555.209<br>9         | 0.6079        |     | 2,570.406<br>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<br/>9</b> | <b>2,555.209<br/>9</b> | <b>0.6079</b> |     | <b>2,570.406<br/>1</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2         | 3,773.876<br>2         | 0.1982        |     | 3,778.830<br>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<br>8         | 5,821.402<br>8         | 0.1529        |     | 5,825.225<br>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<br/>0</b> | <b>9,595.279<br/>0</b> | <b>0.3511</b> |     | <b>9,604.055<br/>4</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        | 0.0000        | 2,555.209<br>9         | 2,555.209<br>9         | 0.6079        |     | 2,570.406<br>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<br/>9</b> | <b>2,555.209<br/>9</b> | <b>0.6079</b> |     | <b>2,570.406<br/>1</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        |     | 0.0000                 |
| Vendor       | 0.3027        | 10.0181        | 3.1014         | 0.0352        | 0.9156        | 0.0116        | 0.9271        | 0.2636         | 0.0111        | 0.2747        |          | 3,773.876<br>2         | 3,773.876<br>2         | 0.1982        |     | 3,778.830<br>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<br>8         | 5,821.402<br>8         | 0.1529        |     | 5,825.225<br>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<br/>0</b> | <b>9,595.279<br/>0</b> | <b>0.3511</b> |     | <b>9,604.055<br/>4</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        |          | 2,207.584<br>1         | 2,207.584<br>1         | 0.7140        |     | 2,225.433<br>6         |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                        | 0.0000                 |               |     | 0.0000                 |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> |          | <b>2,207.584<br/>1</b> | <b>2,207.584<br/>1</b> | <b>0.7140</b> |     | <b>2,225.433<br/>6</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0427        | 0.0255        | 0.3633        | 1.0900e-003        | 0.1141        | 9.0000e-004        | 0.1150        | 0.0303         | 8.3000e-004        | 0.0311        |          | 109.0150        | 109.0150        | 2.8600e-003        |     | 109.0866        |
| <b>Total</b> | <b>0.0427</b> | <b>0.0255</b> | <b>0.3633</b> | <b>1.0900e-003</b> | <b>0.1141</b> | <b>9.0000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.3000e-004</b> | <b>0.0311</b> |          | <b>109.0150</b> | <b>109.0150</b> | <b>2.8600e-003</b> |     | <b>109.0866</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        | 0.0000        | 2,207.5841        | 2,207.5841        | 0.7140        |     | 2,225.4336        |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> | <b>0.0000</b> | <b>2,207.5841</b> | <b>2,207.5841</b> | <b>0.7140</b> |     | <b>2,225.4336</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0427        | 0.0255        | 0.3633        | 1.0900e-003        | 0.1141        | 9.0000e-004        | 0.1150        | 0.0303         | 8.3000e-004        | 0.0311        |          | 109.0150        | 109.0150        | 2.8600e-003        |     | 109.0866        |
| <b>Total</b> | <b>0.0427</b> | <b>0.0255</b> | <b>0.3633</b> | <b>1.0900e-003</b> | <b>0.1141</b> | <b>9.0000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.3000e-004</b> | <b>0.0311</b> |          | <b>109.0150</b> | <b>109.0150</b> | <b>2.8600e-003</b> |     | <b>109.0866</b> |

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        |          | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> |          | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0403        | 0.0233        | 0.3384        | 1.0600e-003        | 0.1141        | 8.8000e-004        | 0.1150        | 0.0303         | 8.1000e-004        | 0.0311        |          | 105.6336        | 105.6336        | 2.6300e-003        |     | 105.6992        |
| <b>Total</b> | <b>0.0403</b> | <b>0.0233</b> | <b>0.3384</b> | <b>1.0600e-003</b> | <b>0.1141</b> | <b>8.8000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.1000e-004</b> | <b>0.0311</b> |          | <b>105.6336</b> | <b>105.6336</b> | <b>2.6300e-003</b> |     | <b>105.6992</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        | 0.0000        | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> | <b>0.0000</b> | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0403        | 0.0233        | 0.3384        | 1.0600e-003        | 0.1141        | 8.8000e-004        | 0.1150        | 0.0303         | 8.1000e-004        | 0.0311        |          | 105.6336        | 105.6336        | 2.6300e-003        |     | 105.6992        |
| <b>Total</b> | <b>0.0403</b> | <b>0.0233</b> | <b>0.3384</b> | <b>1.0600e-003</b> | <b>0.1141</b> | <b>8.8000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.1000e-004</b> | <b>0.0311</b> |          | <b>105.6336</b> | <b>105.6336</b> | <b>2.6300e-003</b> |     | <b>105.6992</b> |

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        |          | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> |          | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |                    |               |                |                    |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.4296        | 0.2481        | 3.6098        | 0.0113        | 1.2171        | 9.4300e-003        | 1.2266        | 0.3229         | 8.6800e-003        | 0.3315        |          | 1,126.7583        | 1,126.7583        | 0.0280        |     | 1,127.4583        |
| <b>Total</b> | <b>0.4296</b> | <b>0.2481</b> | <b>3.6098</b> | <b>0.0113</b> | <b>1.2171</b> | <b>9.4300e-003</b> | <b>1.2266</b> | <b>0.3229</b>  | <b>8.6800e-003</b> | <b>0.3315</b> |          | <b>1,126.7583</b> | <b>1,126.7583</b> | <b>0.0280</b> |     | <b>1,127.4583</b> |

**Mitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        | 0.0000        | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> | <b>0.0000</b> | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |                    |               |                |                    |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.4296        | 0.2481        | 3.6098        | 0.0113        | 1.2171        | 9.4300e-003        | 1.2266        | 0.3229         | 8.6800e-003        | 0.3315        |          | 1,126.7583        | 1,126.7583        | 0.0280        |     | 1,127.4583        |
| <b>Total</b> | <b>0.4296</b> | <b>0.2481</b> | <b>3.6098</b> | <b>0.0113</b> | <b>1.2171</b> | <b>9.4300e-003</b> | <b>1.2266</b> | <b>0.3229</b>  | <b>8.6800e-003</b> | <b>0.3315</b> |          | <b>1,126.7583</b> | <b>1,126.7583</b> | <b>0.0280</b> |     | <b>1,127.4583</b> |

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|             | ROG    | NOx     | CO       | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2       | Total CO2       | CH4    | N2O | CO2e            |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|-----|-----------------|
| Category    | lb/day |         |          |        |               |              |            |                |               |             | lb/day   |                 |                 |        |     |                 |
| Mitigated   | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592       | 0.3360       | 46.2951    | 12.2950        | 0.3119        | 12.6070     |          | 50,306.60<br>34 | 50,306.60<br>34 | 2.1807 |     | 50,361.12<br>08 |
| Unmitigated | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592       | 0.3360       | 46.2951    | 12.2950        | 0.3119        | 12.6070     |          | 50,306.60<br>34 | 50,306.60<br>34 | 2.1807 |     | 50,361.12<br>08 |

4.2 Trip Summary Information

| Land Use                            | Average Daily Trip Rate |                 |                 | Unmitigated       | Mitigated         |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
|                                     | Weekday                 | Saturday        | Sunday          | Annual VMT        | Annual VMT        |
| Apartments Low Rise                 | 145.75                  | 154.25          | 154.00          | 506,227           | 506,227           |
| Apartments Mid Rise                 | 4,026.75                | 3,773.25        | 4075.50         | 13,660,065        | 13,660,065        |
| General Office Building             | 288.45                  | 62.55           | 31.05           | 706,812           | 706,812           |
| High Turnover (Sit Down Restaurant) | 2,368.80                | 2,873.52        | 2817.72         | 3,413,937         | 3,413,937         |
| Hotel                               | 192.00                  | 187.50          | 160.00          | 445,703           | 445,703           |
| Quality Restaurant                  | 501.12                  | 511.92          | 461.20          | 707,488           | 707,488           |
| Regional Shopping Center            | 528.08                  | 601.44          | 357.84          | 1,112,221         | 1,112,221         |
| <b>Total</b>                        | <b>8,050.95</b>         | <b>8,164.43</b> | <b>8,057.31</b> | <b>20,552,452</b> | <b>20,552,452</b> |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Land Use                            | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
|                                     | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Apartments Low Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| Apartments Mid Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| General Office Building             | 16.60      | 8.40       | 6.90        | 33.00      | 48.00      | 19.00       | 77             | 19       | 4       |
| High Turnover (Sit Down Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

| Land Use                            | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building             | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel                               | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant                  | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center            | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|                        | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category               | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |                |                |        |        |                |
| NaturalGas Mitigated   | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |
| NaturalGas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1119.16        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35784.3        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1283.42        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22759.9        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4769.72        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5057.75        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 251.616        | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1.11916        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35.7843        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1.28342        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22.7599        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4.76972        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5.05775        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 0.251616       | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

|             | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| Mitigated   | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |

6.2 Area by SubCategory

Unmitigated

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**6.2 Area by SubCategory**

**Mitigated**

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

**10.0 Stationary Equipment**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**Village South Specific Plan (Proposed)**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

| Land Uses                           | Size   | Metric        | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building             | 45.00  | 1000sqft      | 1.03        | 45,000.00          | 0          |
| High Turnover (Sit Down Restaurant) | 36.00  | 1000sqft      | 0.83        | 36,000.00          | 0          |
| Hotel                               | 50.00  | Room          | 1.67        | 72,600.00          | 0          |
| Quality Restaurant                  | 8.00   | 1000sqft      | 0.18        | 8,000.00           | 0          |
| Apartments Low Rise                 | 25.00  | Dwelling Unit | 1.56        | 25,000.00          | 72         |
| Apartments Mid Rise                 | 975.00 | Dwelling Unit | 25.66       | 975,000.00         | 2789       |
| Regional Shopping Center            | 56.00  | 1000sqft      | 1.29        | 56,000.00          | 0          |

**1.2 Other Project Characteristics**

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 33    |
| <b>Climate Zone</b>             | 9                          |                                 |       | <b>Operational Year</b>          | 2028  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 702.44                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 0.006 |

**1.3 User Entered Comments & Non-Default Data**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

| Table Name      | Column Name       | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | FireplaceWoodMass | 1,019.20      | 0.00      |
| tblFireplaces   | NumberWood        | 1.25          | 0.00      |
| tblFireplaces   | NumberWood        | 48.75         | 0.00      |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblTripsAndVMT  | WorkerTripLength  | 14.70         | 10.00     |
| tblVehicleTrips | ST_TR             | 7.16          | 6.17      |
| tblVehicleTrips | ST_TR             | 6.39          | 3.87      |
| tblVehicleTrips | ST_TR             | 2.46          | 1.39      |
| tblVehicleTrips | ST_TR             | 158.37        | 79.82     |

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|                 |                    |        |       |
|-----------------|--------------------|--------|-------|
| tblVehicleTrips | ST_TR              | 8.19   | 3.75  |
| tblVehicleTrips | ST_TR              | 94.36  | 63.99 |
| tblVehicleTrips | ST_TR              | 49.97  | 10.74 |
| tblVehicleTrips | SU_TR              | 6.07   | 6.16  |
| tblVehicleTrips | SU_TR              | 5.86   | 4.18  |
| tblVehicleTrips | SU_TR              | 1.05   | 0.69  |
| tblVehicleTrips | SU_TR              | 131.84 | 78.27 |
| tblVehicleTrips | SU_TR              | 5.95   | 3.20  |
| tblVehicleTrips | SU_TR              | 72.16  | 57.65 |
| tblVehicleTrips | SU_TR              | 25.24  | 6.39  |
| tblVehicleTrips | WD_TR              | 6.59   | 5.83  |
| tblVehicleTrips | WD_TR              | 6.65   | 4.13  |
| tblVehicleTrips | WD_TR              | 11.03  | 6.41  |
| tblVehicleTrips | WD_TR              | 127.15 | 65.80 |
| tblVehicleTrips | WD_TR              | 8.17   | 3.84  |
| tblVehicleTrips | WD_TR              | 89.95  | 62.64 |
| tblVehicleTrips | WD_TR              | 42.70  | 9.43  |
| tblWoodstoves   | NumberCatalytic    | 1.25   | 0.00  |
| tblWoodstoves   | NumberCatalytic    | 48.75  | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 1.25   | 0.00  |
| tblWoodstoves   | NumberNoncatalytic | 48.75  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveDayYear   | 25.00  | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |
| tblWoodstoves   | WoodstoveWoodMass  | 999.60 | 0.00  |

## 2.0 Emissions Summary

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

|                | ROG             | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Year           | lb/day          |                |                |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| 2021           | 4.2621          | 46.4460        | 31.4068        | 0.0635        | 18.2032        | 2.0456        | 20.2488        | 9.9670         | 1.8820        | 11.8490        | 0.0000        | 6,154.3377         | 6,154.3377         | 1.9472        | 0.0000        | 6,203.0186         |
| 2022           | 4.7966          | 38.8851        | 39.6338        | 0.1195        | 8.8255         | 1.6361        | 10.4616        | 3.6369         | 1.5052        | 5.1421         | 0.0000        | 12,035.3440        | 12,035.3440        | 1.9482        | 0.0000        | 12,060.6013        |
| 2023           | 4.3939          | 25.8648        | 37.5031        | 0.1162        | 7.0088         | 0.7598        | 7.7685         | 1.8799         | 0.7142        | 2.5940         | 0.0000        | 11,710.4080        | 11,710.4080        | 0.9617        | 0.0000        | 11,734.4497        |
| 2024           | 237.0656        | 9.5503         | 14.9372        | 0.0238        | 1.2171         | 0.4694        | 1.2875         | 0.3229         | 0.4319        | 0.4621         | 0.0000        | 2,307.0517         | 2,307.0517         | 0.7164        | 0.0000        | 2,324.9627         |
| <b>Maximum</b> | <b>237.0656</b> | <b>46.4460</b> | <b>39.6338</b> | <b>0.1195</b> | <b>18.2032</b> | <b>2.0456</b> | <b>20.2488</b> | <b>9.9670</b>  | <b>1.8820</b> | <b>11.8490</b> | <b>0.0000</b> | <b>12,035.3440</b> | <b>12,035.3440</b> | <b>1.9482</b> | <b>0.0000</b> | <b>12,060.6013</b> |





Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.5950        | 18,148.5950        | 0.4874        | 0.3300        | 18,259.1192        |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.9832         | 8,355.9832         | 0.1602        | 0.1532        | 8,405.6387         |
| Mobile       | 9.5233         | 45.9914        | 110.0422        | 0.4681        | 45.9592        | 0.3373        | 46.2965        | 12.2950        | 0.3132        | 12.6083        |               | 47,917.8005        | 47,917.8005        | 2.1953        |               | 47,972.6839        |
| <b>Total</b> | <b>40.7912</b> | <b>67.7872</b> | <b>202.7424</b> | <b>0.6043</b> | <b>45.9592</b> | <b>2.4640</b> | <b>48.4231</b> | <b>12.2950</b> | <b>2.4399</b> | <b>14.7349</b> | <b>0.0000</b> | <b>74,422.3787</b> | <b>74,422.3787</b> | <b>2.8429</b> | <b>0.4832</b> | <b>74,637.4417</b> |

**Mitigated Operational**

|              | ROG            | NOx            | CO              | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day         |                |                 |               |                |               |                |                |               |                | lb/day        |                    |                    |               |               |                    |
| Area         | 30.5020        | 15.0496        | 88.4430         | 0.0944        |                | 1.5974        | 1.5974         |                | 1.5974        | 1.5974         | 0.0000        | 18,148.5950        | 18,148.5950        | 0.4874        | 0.3300        | 18,259.1192        |
| Energy       | 0.7660         | 6.7462         | 4.2573          | 0.0418        |                | 0.5292        | 0.5292         |                | 0.5292        | 0.5292         |               | 8,355.9832         | 8,355.9832         | 0.1602        | 0.1532        | 8,405.6387         |
| Mobile       | 9.5233         | 45.9914        | 110.0422        | 0.4681        | 45.9592        | 0.3373        | 46.2965        | 12.2950        | 0.3132        | 12.6083        |               | 47,917.8005        | 47,917.8005        | 2.1953        |               | 47,972.6839        |
| <b>Total</b> | <b>40.7912</b> | <b>67.7872</b> | <b>202.7424</b> | <b>0.6043</b> | <b>45.9592</b> | <b>2.4640</b> | <b>48.4231</b> | <b>12.2950</b> | <b>2.4399</b> | <b>14.7349</b> | <b>0.0000</b> | <b>74,422.3787</b> | <b>74,422.3787</b> | <b>2.8429</b> | <b>0.4832</b> | <b>74,637.4417</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00          | 0.00         | 0.00       | 0.00           | 0.00          | 0.00        | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

### 3.0 Construction Detail

#### Construction Phase

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date   | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1            | Demolition            | Demolition            | 9/1/2021   | 10/12/2021 | 5             | 30       |                   |
| 2            | Site Preparation      | Site Preparation      | 10/13/2021 | 11/9/2021  | 5             | 20       |                   |
| 3            | Grading               | Grading               | 11/10/2021 | 1/11/2022  | 5             | 45       |                   |
| 4            | Building Construction | Building Construction | 1/12/2022  | 12/12/2023 | 5             | 500      |                   |
| 5            | Paving                | Paving                | 12/13/2023 | 1/30/2024  | 5             | 35       |                   |
| 6            | Architectural Coating | Architectural Coating | 1/31/2024  | 3/19/2024  | 5             | 35       |                   |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

## Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Phase Name            | Offroad Equipment Type    | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition            | Concrete/Industrial Saws  | 1      | 8.00        | 81          | 0.73        |
| Demolition            | Excavators                | 3      | 8.00        | 158         | 0.38        |
| Demolition            | Rubber Tired Dozers       | 2      | 8.00        | 247         | 0.40        |
| Site Preparation      | Rubber Tired Dozers       | 3      | 8.00        | 247         | 0.40        |
| Site Preparation      | Tractors/Loaders/Backhoes | 4      | 8.00        | 97          | 0.37        |
| Grading               | Excavators                | 2      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Scrapers                  | 2      | 8.00        | 367         | 0.48        |
| Grading               | Tractors/Loaders/Backhoes | 2      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 7.00        | 231         | 0.29        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 3      | 7.00        | 97          | 0.37        |
| Building Construction | Welders                   | 1      | 8.00        | 46          | 0.45        |
| Paving                | Pavers                    | 2      | 8.00        | 130         | 0.42        |
| Paving                | Paving Equipment          | 2      | 8.00        | 132         | 0.36        |
| Paving                | Rollers                   | 2      | 8.00        | 80          | 0.38        |
| Architectural Coating | Air Compressors           | 1      | 6.00        | 78          | 0.48        |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Demolition            | 6                       | 15.00              | 0.00               | 458.00              | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Site Preparation      | 7                       | 18.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 8                       | 20.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 801.00             | 143.00             | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 160.00             | 0.00               | 0.00                | 10.00              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        |          | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> |          | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1304        | 4.1454        | 1.0182        | 0.0117        | 0.2669        | 0.0128        | 0.2797        | 0.0732         | 0.0122        | 0.0854        |          | 1,269.8555        | 1,269.8555        | 0.0908        |     | 1,272.1252        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0532        | 0.0346        | 0.3963        | 1.1100e-003   | 0.1141        | 9.5000e-004   | 0.1151        | 0.0303         | 8.8000e-004   | 0.0311        |          | 110.4707          | 110.4707          | 3.3300e-003   |     | 110.5539          |
| <b>Total</b> | <b>0.1835</b> | <b>4.1800</b> | <b>1.4144</b> | <b>0.0128</b> | <b>0.3810</b> | <b>0.0137</b> | <b>0.3948</b> | <b>0.1034</b>  | <b>0.0131</b> | <b>0.1165</b> |          | <b>1,380.3262</b> | <b>1,380.3262</b> | <b>0.0941</b> |     | <b>1,382.6791</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 3.3074        | 0.0000        | 3.3074        | 0.5008         | 0.0000        | 0.5008        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.1651        | 31.4407        | 21.5650        | 0.0388        |               | 1.5513        | 1.5513        |                | 1.4411        | 1.4411        | 0.0000        | 3,747.9449        | 3,747.9449        | 1.0549        |     | 3,774.3174        |
| <b>Total</b>  | <b>3.1651</b> | <b>31.4407</b> | <b>21.5650</b> | <b>0.0388</b> | <b>3.3074</b> | <b>1.5513</b> | <b>4.8588</b> | <b>0.5008</b>  | <b>1.4411</b> | <b>1.9419</b> | <b>0.0000</b> | <b>3,747.9449</b> | <b>3,747.9449</b> | <b>1.0549</b> |     | <b>3,774.3174</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.1304        | 4.1454        | 1.0182        | 0.0117        | 0.2669        | 0.0128        | 0.2797        | 0.0732         | 0.0122        | 0.0854        |          | 1,269.8555        | 1,269.8555        | 0.0908        |     | 1,272.1252        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.0532        | 0.0346        | 0.3963        | 1.1100e-003   | 0.1141        | 9.5000e-004   | 0.1151        | 0.0303         | 8.8000e-004   | 0.0311        |          | 110.4707          | 110.4707          | 3.3300e-003   |     | 110.5539          |
| <b>Total</b> | <b>0.1835</b> | <b>4.1800</b> | <b>1.4144</b> | <b>0.0128</b> | <b>0.3810</b> | <b>0.0137</b> | <b>0.3948</b> | <b>0.1034</b>  | <b>0.0131</b> | <b>0.1165</b> |          | <b>1,380.3262</b> | <b>1,380.3262</b> | <b>0.0941</b> |     | <b>1,382.6791</b> |

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         |          | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> |          | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0638        | 0.0415        | 0.4755        | 1.3300e-003        | 0.1369        | 1.1400e-003        | 0.1381        | 0.0363         | 1.0500e-003        | 0.0374        |          | 132.5649        | 132.5649        | 3.9900e-003        |     | 132.6646        |
| <b>Total</b> | <b>0.0638</b> | <b>0.0415</b> | <b>0.4755</b> | <b>1.3300e-003</b> | <b>0.1369</b> | <b>1.1400e-003</b> | <b>0.1381</b> | <b>0.0363</b>  | <b>1.0500e-003</b> | <b>0.0374</b> |          | <b>132.5649</b> | <b>132.5649</b> | <b>3.9900e-003</b> |     | <b>132.6646</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 18.0663        | 0.0000        | 18.0663        | 9.9307         | 0.0000        | 9.9307         |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.8882        | 40.4971        | 21.1543        | 0.0380        |                | 2.0445        | 2.0445         |                | 1.8809        | 1.8809         | 0.0000        | 3,685.6569        | 3,685.6569        | 1.1920        |     | 3,715.4573        |
| <b>Total</b>  | <b>3.8882</b> | <b>40.4971</b> | <b>21.1543</b> | <b>0.0380</b> | <b>18.0663</b> | <b>2.0445</b> | <b>20.1107</b> | <b>9.9307</b>  | <b>1.8809</b> | <b>11.8116</b> | <b>0.0000</b> | <b>3,685.6569</b> | <b>3,685.6569</b> | <b>1.1920</b> |     | <b>3,715.4573</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0638        | 0.0415        | 0.4755        | 1.3300e-003        | 0.1369        | 1.1400e-003        | 0.1381        | 0.0363         | 1.0500e-003        | 0.0374        |          | 132.5649        | 132.5649        | 3.9900e-003        |     | 132.6646        |
| <b>Total</b> | <b>0.0638</b> | <b>0.0415</b> | <b>0.4755</b> | <b>1.3300e-003</b> | <b>0.1369</b> | <b>1.1400e-003</b> | <b>0.1381</b> | <b>0.0363</b>  | <b>1.0500e-003</b> | <b>0.0374</b> |          | <b>132.5649</b> | <b>132.5649</b> | <b>3.9900e-003</b> |     | <b>132.6646</b> |

**3.4 Grading - 2021**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        |          | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> |          | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2021**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0709        | 0.0462        | 0.5284        | 1.4800e-003        | 0.1521        | 1.2700e-003        | 0.1534        | 0.0404         | 1.1700e-003        | 0.0415        |          | 147.2943        | 147.2943        | 4.4300e-003        |     | 147.4051        |
| <b>Total</b> | <b>0.0709</b> | <b>0.0462</b> | <b>0.5284</b> | <b>1.4800e-003</b> | <b>0.1521</b> | <b>1.2700e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1700e-003</b> | <b>0.0415</b> |          | <b>147.2943</b> | <b>147.2943</b> | <b>4.4300e-003</b> |     | <b>147.4051</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 4.1912        | 46.3998        | 30.8785        | 0.0620        |               | 1.9853        | 1.9853         |                | 1.8265        | 1.8265        | 0.0000        | 6,007.0434        | 6,007.0434        | 1.9428        |     | 6,055.6134        |
| <b>Total</b>  | <b>4.1912</b> | <b>46.3998</b> | <b>30.8785</b> | <b>0.0620</b> | <b>8.6733</b> | <b>1.9853</b> | <b>10.6587</b> | <b>3.5965</b>  | <b>1.8265</b> | <b>5.4230</b> | <b>0.0000</b> | <b>6,007.0434</b> | <b>6,007.0434</b> | <b>1.9428</b> |     | <b>6,055.6134</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2021**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0709        | 0.0462        | 0.5284        | 1.4800e-003        | 0.1521        | 1.2700e-003        | 0.1534        | 0.0404         | 1.1700e-003        | 0.0415        |          | 147.2943        | 147.2943        | 4.4300e-003        |     | 147.4051        |
| <b>Total</b> | <b>0.0709</b> | <b>0.0462</b> | <b>0.5284</b> | <b>1.4800e-003</b> | <b>0.1521</b> | <b>1.2700e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1700e-003</b> | <b>0.0415</b> |          | <b>147.2943</b> | <b>147.2943</b> | <b>4.4300e-003</b> |     | <b>147.4051</b> |

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day   |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |          |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        |          | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> |          | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0665        | 0.0416        | 0.4861        | 1.4300e-003        | 0.1521        | 1.2300e-003        | 0.1534        | 0.0404         | 1.1300e-003        | 0.0415        |          | 142.1207        | 142.1207        | 4.0000e-003        |     | 142.2207        |
| <b>Total</b> | <b>0.0665</b> | <b>0.0416</b> | <b>0.4861</b> | <b>1.4300e-003</b> | <b>0.1521</b> | <b>1.2300e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1300e-003</b> | <b>0.0415</b> |          | <b>142.1207</b> | <b>142.1207</b> | <b>4.0000e-003</b> |     | <b>142.2207</b> |

**Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category      | lb/day        |                |                |               |               |               |                |                |               |               | lb/day        |                   |                   |               |     |                   |
| Fugitive Dust |               |                |                |               | 8.6733        | 0.0000        | 8.6733         | 3.5965         | 0.0000        | 3.5965        |               |                   | 0.0000            |               |     | 0.0000            |
| Off-Road      | 3.6248        | 38.8435        | 29.0415        | 0.0621        |               | 1.6349        | 1.6349         |                | 1.5041        | 1.5041        | 0.0000        | 6,011.4105        | 6,011.4105        | 1.9442        |     | 6,060.0158        |
| <b>Total</b>  | <b>3.6248</b> | <b>38.8435</b> | <b>29.0415</b> | <b>0.0621</b> | <b>8.6733</b> | <b>1.6349</b> | <b>10.3082</b> | <b>3.5965</b>  | <b>1.5041</b> | <b>5.1006</b> | <b>0.0000</b> | <b>6,011.4105</b> | <b>6,011.4105</b> | <b>1.9442</b> |     | <b>6,060.0158</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0665        | 0.0416        | 0.4861        | 1.4300e-003        | 0.1521        | 1.2300e-003        | 0.1534        | 0.0404         | 1.1300e-003        | 0.0415        |          | 142.1207        | 142.1207        | 4.0000e-003        |     | 142.2207        |
| <b>Total</b> | <b>0.0665</b> | <b>0.0416</b> | <b>0.4861</b> | <b>1.4300e-003</b> | <b>0.1521</b> | <b>1.2300e-003</b> | <b>0.1534</b> | <b>0.0404</b>  | <b>1.1300e-003</b> | <b>0.0415</b> |          | <b>142.1207</b> | <b>142.1207</b> | <b>4.0000e-003</b> |     | <b>142.2207</b> |

**3.5 Building Construction - 2022**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        |          | 2,554.3336        | 2,554.3336        | 0.6120        |     | 2,569.6322        |
| <b>Total</b> | <b>1.7062</b> | <b>15.6156</b> | <b>16.3634</b> | <b>0.0269</b> |               | <b>0.8090</b> | <b>0.8090</b> |                | <b>0.7612</b> | <b>0.7612</b> |          | <b>2,554.3336</b> | <b>2,554.3336</b> | <b>0.6120</b> |     | <b>2,569.6322</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2022**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.4284        | 13.1673        | 3.8005         | 0.0354        | 0.9155        | 0.0256        | 0.9412        | 0.2636         | 0.0245        | 0.2881        |          | 3,789.0750        | 3,789.0750        | 0.2381        |     | 3,795.0283        |
| Worker       | 2.6620        | 1.6677         | 19.4699        | 0.0571        | 6.0932        | 0.0493        | 6.1425        | 1.6163         | 0.0454        | 1.6617        |          | 5,691.9354        | 5,691.9354        | 0.1602        |     | 5,695.9408        |
| <b>Total</b> | <b>3.0904</b> | <b>14.8350</b> | <b>23.2704</b> | <b>0.0926</b> | <b>7.0087</b> | <b>0.0749</b> | <b>7.0836</b> | <b>1.8799</b>  | <b>0.0699</b> | <b>1.9498</b> |          | <b>9,481.0104</b> | <b>9,481.0104</b> | <b>0.3984</b> |     | <b>9,490.9691</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.7062        | 15.6156        | 16.3634        | 0.0269        |               | 0.8090        | 0.8090        |                | 0.7612        | 0.7612        | 0.0000        | 2,554.3336        | 2,554.3336        | 0.6120        |     | 2,569.6322        |
| <b>Total</b> | <b>1.7062</b> | <b>15.6156</b> | <b>16.3634</b> | <b>0.0269</b> |               | <b>0.8090</b> | <b>0.8090</b> |                | <b>0.7612</b> | <b>0.7612</b> | <b>0.0000</b> | <b>2,554.3336</b> | <b>2,554.3336</b> | <b>0.6120</b> |     | <b>2,569.6322</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2022**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.4284        | 13.1673        | 3.8005         | 0.0354        | 0.9155        | 0.0256        | 0.9412        | 0.2636         | 0.0245        | 0.2881        |          | 3,789.0750        | 3,789.0750        | 0.2381        |     | 3,795.0283        |
| Worker       | 2.6620        | 1.6677         | 19.4699        | 0.0571        | 6.0932        | 0.0493        | 6.1425        | 1.6163         | 0.0454        | 1.6617        |          | 5,691.9354        | 5,691.9354        | 0.1602        |     | 5,695.9408        |
| <b>Total</b> | <b>3.0904</b> | <b>14.8350</b> | <b>23.2704</b> | <b>0.0926</b> | <b>7.0087</b> | <b>0.0749</b> | <b>7.0836</b> | <b>1.8799</b>  | <b>0.0699</b> | <b>1.9498</b> |          | <b>9,481.0104</b> | <b>9,481.0104</b> | <b>0.3984</b> |     | <b>9,490.9691</b> |

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        |          | 2,555.2099        | 2,555.2099        | 0.6079        |     | 2,570.4061        |
| <b>Total</b> | <b>1.5728</b> | <b>14.3849</b> | <b>16.2440</b> | <b>0.0269</b> |               | <b>0.6997</b> | <b>0.6997</b> |                | <b>0.6584</b> | <b>0.6584</b> |          | <b>2,555.2099</b> | <b>2,555.2099</b> | <b>0.6079</b> |     | <b>2,570.4061</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.3183        | 9.9726         | 3.3771         | 0.0343        | 0.9156        | 0.0122        | 0.9277        | 0.2636         | 0.0116        | 0.2752        |          | 3,671.4007        | 3,671.4007        | 0.2096        |     | 3,676.6417        |
| Worker       | 2.5029        | 1.5073         | 17.8820        | 0.0550        | 6.0932        | 0.0479        | 6.1411        | 1.6163         | 0.0441        | 1.6604        |          | 5,483.7974        | 5,483.7974        | 0.1442        |     | 5,487.4020        |
| <b>Total</b> | <b>2.8211</b> | <b>11.4799</b> | <b>21.2591</b> | <b>0.0893</b> | <b>7.0088</b> | <b>0.0601</b> | <b>7.0688</b> | <b>1.8799</b>  | <b>0.0557</b> | <b>1.9356</b> |          | <b>9,155.1981</b> | <b>9,155.1981</b> | <b>0.3538</b> |     | <b>9,164.0437</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.5728        | 14.3849        | 16.2440        | 0.0269        |               | 0.6997        | 0.6997        |                | 0.6584        | 0.6584        | 0.0000        | 2,555.2099        | 2,555.2099        | 0.6079        |     | 2,570.4061        |
| <b>Total</b> | <b>1.5728</b> | <b>14.3849</b> | <b>16.2440</b> | <b>0.0269</b> |               | <b>0.6997</b> | <b>0.6997</b> |                | <b>0.6584</b> | <b>0.6584</b> | <b>0.0000</b> | <b>2,555.2099</b> | <b>2,555.2099</b> | <b>0.6079</b> |     | <b>2,570.4061</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.3183        | 9.9726         | 3.3771         | 0.0343        | 0.9156        | 0.0122        | 0.9277        | 0.2636         | 0.0116        | 0.2752        |          | 3,671.4007        | 3,671.4007        | 0.2096        |     | 3,676.6417        |
| Worker       | 2.5029        | 1.5073         | 17.8820        | 0.0550        | 6.0932        | 0.0479        | 6.1411        | 1.6163         | 0.0441        | 1.6604        |          | 5,483.7974        | 5,483.7974        | 0.1442        |     | 5,487.4020        |
| <b>Total</b> | <b>2.8211</b> | <b>11.4799</b> | <b>21.2591</b> | <b>0.0893</b> | <b>7.0088</b> | <b>0.0601</b> | <b>7.0688</b> | <b>1.8799</b>  | <b>0.0557</b> | <b>1.9356</b> |          | <b>9,155.1981</b> | <b>9,155.1981</b> | <b>0.3538</b> |     | <b>9,164.0437</b> |

**3.6 Paving - 2023**

**Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        |          | 2,207.5841        | 2,207.5841        | 0.7140        |     | 2,225.4336        |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> |          | <b>2,207.5841</b> | <b>2,207.5841</b> | <b>0.7140</b> |     | <b>2,225.4336</b> |



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2023**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0469        | 0.0282        | 0.3349        | 1.0300e-003        | 0.1141        | 9.0000e-004        | 0.1150        | 0.0303         | 8.3000e-004        | 0.0311        |          | 102.6928        | 102.6928        | 2.7000e-003        |     | 102.7603        |
| <b>Total</b> | <b>0.0469</b> | <b>0.0282</b> | <b>0.3349</b> | <b>1.0300e-003</b> | <b>0.1141</b> | <b>9.0000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.3000e-004</b> | <b>0.0311</b> |          | <b>102.6928</b> | <b>102.6928</b> | <b>2.7000e-003</b> |     | <b>102.7603</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        | 0.0000        | 2,207.5841        | 2,207.5841        | 0.7140        |     | 2,225.4336        |
| Paving       | 0.0000        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>1.0327</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> | <b>0.0000</b> | <b>2,207.5841</b> | <b>2,207.5841</b> | <b>0.7140</b> |     | <b>2,225.4336</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2023**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|-----|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |     |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             |     | 0.0000          |
| Worker       | 0.0469        | 0.0282        | 0.3349        | 1.0300e-003        | 0.1141        | 9.0000e-004        | 0.1150        | 0.0303         | 8.3000e-004        | 0.0311        |          | 102.6928        | 102.6928        | 2.7000e-003        |     | 102.7603        |
| <b>Total</b> | <b>0.0469</b> | <b>0.0282</b> | <b>0.3349</b> | <b>1.0300e-003</b> | <b>0.1141</b> | <b>9.0000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.3000e-004</b> | <b>0.0311</b> |          | <b>102.6928</b> | <b>102.6928</b> | <b>2.7000e-003</b> |     | <b>102.7603</b> |

**3.6 Paving - 2024**

**Unmitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day   |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        |          | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> |          | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2      | Total CO2      | CH4                | N2O | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                |                |                    |     |                |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000         | 0.0000         | 0.0000             |     | 0.0000         |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000         | 0.0000         | 0.0000             |     | 0.0000         |
| Worker       | 0.0444        | 0.0257        | 0.3114        | 1.0000e-003        | 0.1141        | 8.8000e-004        | 0.1150        | 0.0303         | 8.1000e-004        | 0.0311        |          | 99.5045        | 99.5045        | 2.4700e-003        |     | 99.5663        |
| <b>Total</b> | <b>0.0444</b> | <b>0.0257</b> | <b>0.3114</b> | <b>1.0000e-003</b> | <b>0.1141</b> | <b>8.8000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.1000e-004</b> | <b>0.0311</b> |          | <b>99.5045</b> | <b>99.5045</b> | <b>2.4700e-003</b> |     | <b>99.5663</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |                |               |               |               |               |                |               |               | lb/day        |                   |                   |               |     |                   |
| Off-Road     | 0.9882        | 9.5246        | 14.6258        | 0.0228        |               | 0.4685        | 0.4685        |                | 0.4310        | 0.4310        | 0.0000        | 2,207.5472        | 2,207.5472        | 0.7140        |     | 2,225.3963        |
| Paving       | 0.0000        |               |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                   | 0.0000            |               |     | 0.0000            |
| <b>Total</b> | <b>0.9882</b> | <b>9.5246</b> | <b>14.6258</b> | <b>0.0228</b> |               | <b>0.4685</b> | <b>0.4685</b> |                | <b>0.4310</b> | <b>0.4310</b> | <b>0.0000</b> | <b>2,207.5472</b> | <b>2,207.5472</b> | <b>0.7140</b> |     | <b>2,225.3963</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.6 Paving - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2      | Total CO2      | CH4                | N2O | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|----------------|----------------|--------------------|-----|----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                |                |                    |     |                |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000         | 0.0000         | 0.0000             |     | 0.0000         |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000         | 0.0000         | 0.0000             |     | 0.0000         |
| Worker       | 0.0444        | 0.0257        | 0.3114        | 1.0000e-003        | 0.1141        | 8.8000e-004        | 0.1150        | 0.0303         | 8.1000e-004        | 0.0311        |          | 99.5045        | 99.5045        | 2.4700e-003        |     | 99.5663        |
| <b>Total</b> | <b>0.0444</b> | <b>0.0257</b> | <b>0.3114</b> | <b>1.0000e-003</b> | <b>0.1141</b> | <b>8.8000e-004</b> | <b>0.1150</b> | <b>0.0303</b>  | <b>8.1000e-004</b> | <b>0.0311</b> |          | <b>99.5045</b> | <b>99.5045</b> | <b>2.4700e-003</b> |     | <b>99.5663</b> |

**3.7 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        |          | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> |          | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |                    |               |                |                    |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.4734        | 0.2743        | 3.3220        | 0.0107        | 1.2171        | 9.4300e-003        | 1.2266        | 0.3229         | 8.6800e-003        | 0.3315        |          | 1,061.3818        | 1,061.3818        | 0.0264        |     | 1,062.0410        |
| <b>Total</b> | <b>0.4734</b> | <b>0.2743</b> | <b>3.3220</b> | <b>0.0107</b> | <b>1.2171</b> | <b>9.4300e-003</b> | <b>1.2266</b> | <b>0.3229</b>  | <b>8.6800e-003</b> | <b>0.3315</b> |          | <b>1,061.3818</b> | <b>1,061.3818</b> | <b>0.0264</b> |     | <b>1,062.0410</b> |

**Mitigated Construction On-Site**

|                 | ROG             | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day          |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Archit. Coating | 236.4115        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.1808          | 1.2188        | 1.8101        | 2.9700e-003        |               | 0.0609        | 0.0609        |                | 0.0609        | 0.0609        | 0.0000        | 281.4481        | 281.4481        | 0.0159        |     | 281.8443        |
| <b>Total</b>    | <b>236.5923</b> | <b>1.2188</b> | <b>1.8101</b> | <b>2.9700e-003</b> |               | <b>0.0609</b> | <b>0.0609</b> |                | <b>0.0609</b> | <b>0.0609</b> | <b>0.0000</b> | <b>281.4481</b> | <b>281.4481</b> | <b>0.0159</b> |     | <b>281.8443</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**3.7 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|
| Category     | lb/day        |               |               |               |               |                    |               |                |                    |               | lb/day   |                   |                   |               |     |                   |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000            | 0.0000            | 0.0000        |     | 0.0000            |
| Worker       | 0.4734        | 0.2743        | 3.3220        | 0.0107        | 1.2171        | 9.4300e-003        | 1.2266        | 0.3229         | 8.6800e-003        | 0.3315        |          | 1,061.3818        | 1,061.3818        | 0.0264        |     | 1,062.0410        |
| <b>Total</b> | <b>0.4734</b> | <b>0.2743</b> | <b>3.3220</b> | <b>0.0107</b> | <b>1.2171</b> | <b>9.4300e-003</b> | <b>1.2266</b> | <b>0.3229</b>  | <b>8.6800e-003</b> | <b>0.3315</b> |          | <b>1,061.3818</b> | <b>1,061.3818</b> | <b>0.0264</b> |     | <b>1,062.0410</b> |

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|             | ROG    | NOx     | CO       | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O | CO2e        |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|-----|-------------|
| Category    | lb/day |         |          |        |               |              |            |                |               |             | lb/day   |             |             |        |     |             |
| Mitigated   | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592       | 0.3373       | 46.2965    | 12.2950        | 0.3132        | 12.6083     |          | 47,917.8005 | 47,917.8005 | 2.1953 |     | 47,972.6839 |
| Unmitigated | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592       | 0.3373       | 46.2965    | 12.2950        | 0.3132        | 12.6083     |          | 47,917.8005 | 47,917.8005 | 2.1953 |     | 47,972.6839 |

4.2 Trip Summary Information

| Land Use                            | Average Daily Trip Rate |                 |                 | Unmitigated       | Mitigated         |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|
|                                     | Weekday                 | Saturday        | Sunday          | Annual VMT        | Annual VMT        |
| Apartments Low Rise                 | 145.75                  | 154.25          | 154.00          | 506,227           | 506,227           |
| Apartments Mid Rise                 | 4,026.75                | 3,773.25        | 4075.50         | 13,660,065        | 13,660,065        |
| General Office Building             | 288.45                  | 62.55           | 31.05           | 706,812           | 706,812           |
| High Turnover (Sit Down Restaurant) | 2,368.80                | 2,873.52        | 2817.72         | 3,413,937         | 3,413,937         |
| Hotel                               | 192.00                  | 187.50          | 160.00          | 445,703           | 445,703           |
| Quality Restaurant                  | 501.12                  | 511.92          | 461.20          | 707,488           | 707,488           |
| Regional Shopping Center            | 528.08                  | 601.44          | 357.84          | 1,112,221         | 1,112,221         |
| <b>Total</b>                        | <b>8,050.95</b>         | <b>8,164.43</b> | <b>8,057.31</b> | <b>20,552,452</b> | <b>20,552,452</b> |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Land Use                            | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
|                                     | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Apartments Low Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| Apartments Mid Rise                 | 14.70      | 5.90       | 8.70        | 40.20      | 19.20      | 40.60       | 86             | 11       | 3       |
| General Office Building             | 16.60      | 8.40       | 6.90        | 33.00      | 48.00      | 19.00       | 77             | 19       | 4       |
| High Turnover (Sit Down Restaurant) | 16.60      | 8.40       | 6.90        | 8.50       | 72.50      | 19.00       | 37             | 20       | 43      |
| Hotel                               | 16.60      | 8.40       | 6.90        | 19.40      | 61.60      | 19.00       | 58             | 38       | 4       |
| Quality Restaurant                  | 16.60      | 8.40       | 6.90        | 12.00      | 69.00      | 19.00       | 38             | 18       | 44      |
| Regional Shopping Center            | 16.60      | 8.40       | 6.90        | 16.30      | 64.70      | 19.00       | 54             | 35       | 11      |

4.4 Fleet Mix

| Land Use                            | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise                 | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building             | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel                               | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant                  | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center            | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|                        | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category               | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |                |                |        |        |                |
| NaturalGas Mitigated   | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |
| NaturalGas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 |               | 0.5292       | 0.5292     |                | 0.5292        | 0.5292      |          | 8,355.983<br>2 | 8,355.983<br>2 | 0.1602 | 0.1532 | 8,405.638<br>7 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1119.16        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35784.3        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1283.42        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22759.9        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4769.72        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5057.75        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 251.616        | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

|                                     | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use                            | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Apartments Low Rise                 | 1.11916        | 0.0121        | 0.1031        | 0.0439        | 6.6000e-004   |               | 8.3400e-003   | 8.3400e-003   |                | 8.3400e-003   | 8.3400e-003   |          | 131.6662          | 131.6662          | 2.5200e-003   | 2.4100e-003   | 132.4486          |
| Apartments Mid Rise                 | 35.7843        | 0.3859        | 3.2978        | 1.4033        | 0.0211        |               | 0.2666        | 0.2666        |                | 0.2666        | 0.2666        |          | 4,209.9164        | 4,209.9164        | 0.0807        | 0.0772        | 4,234.9339        |
| General Office Building             | 1.28342        | 0.0138        | 0.1258        | 0.1057        | 7.5000e-004   |               | 9.5600e-003   | 9.5600e-003   |                | 9.5600e-003   | 9.5600e-003   |          | 150.9911          | 150.9911          | 2.8900e-003   | 2.7700e-003   | 151.8884          |
| High Turnover (Sit Down Restaurant) | 22.7599        | 0.2455        | 2.2314        | 1.8743        | 0.0134        |               | 0.1696        | 0.1696        |                | 0.1696        | 0.1696        |          | 2,677.6342        | 2,677.6342        | 0.0513        | 0.0491        | 2,693.5460        |
| Hotel                               | 4.76972        | 0.0514        | 0.4676        | 0.3928        | 2.8100e-003   |               | 0.0355        | 0.0355        |                | 0.0355        | 0.0355        |          | 561.1436          | 561.1436          | 0.0108        | 0.0103        | 564.4782          |
| Quality Restaurant                  | 5.05775        | 0.0545        | 0.4959        | 0.4165        | 2.9800e-003   |               | 0.0377        | 0.0377        |                | 0.0377        | 0.0377        |          | 595.0298          | 595.0298          | 0.0114        | 0.0109        | 598.5658          |
| Regional Shopping Center            | 0.251616       | 2.7100e-003   | 0.0247        | 0.0207        | 1.5000e-004   |               | 1.8700e-003   | 1.8700e-003   |                | 1.8700e-003   | 1.8700e-003   |          | 29.6019           | 29.6019           | 5.7000e-004   | 5.4000e-004   | 29.7778           |
| <b>Total</b>                        |                | <b>0.7660</b> | <b>6.7463</b> | <b>4.2573</b> | <b>0.0418</b> |               | <b>0.5292</b> | <b>0.5292</b> |                | <b>0.5292</b> | <b>0.5292</b> |          | <b>8,355.9832</b> | <b>8,355.9832</b> | <b>0.1602</b> | <b>0.1532</b> | <b>8,405.6387</b> |

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

|             | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| Mitigated   | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 |               | 1.5974       | 1.5974     |                | 1.5974        | 1.5974      | 0.0000   | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |

6.2 Area by SubCategory

Unmitigated

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory**

**Mitigated**

|                       | ROG            | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | lb/day         |                |                |               |               |               |               |                |               |               | lb/day        |                    |                    |               |               |                    |
| Architectural Coating | 2.2670         |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Consumer Products     | 24.1085        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                    | 0.0000             |               |               | 0.0000             |
| Hearth                | 1.6500         | 14.1000        | 6.0000         | 0.0900        |               | 1.1400        | 1.1400        |                | 1.1400        | 1.1400        | 0.0000        | 18,000.0000        | 18,000.0000        | 0.3450        | 0.3300        | 18,106.9650        |
| Landscaping           | 2.4766         | 0.9496         | 82.4430        | 4.3600e-003   |               | 0.4574        | 0.4574        |                | 0.4574        | 0.4574        |               | 148.5950           | 148.5950           | 0.1424        |               | 152.1542           |
| <b>Total</b>          | <b>30.5020</b> | <b>15.0496</b> | <b>88.4430</b> | <b>0.0944</b> |               | <b>1.5974</b> | <b>1.5974</b> |                | <b>1.5974</b> | <b>1.5974</b> | <b>0.0000</b> | <b>18,148.5950</b> | <b>18,148.5950</b> | <b>0.4874</b> | <b>0.3300</b> | <b>18,259.1192</b> |

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

**10.0 Stationary Equipment**

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

**11.0 Vegetation**

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Attachment C

| <b>Local Hire Provision Net Change</b>                         |            |
|--|------------|
| <b>Without Local Hire Provision</b>                            |            |
| Total Construction GHG Emissions (MT CO2e)                     | 3,623      |
| Amortized (MT CO2e/year)                                       | 120.77     |
| <b>With Local Hire Provision</b>                               |            |
| Total Construction GHG Emissions (MT CO2e)                     | 3,024      |
| Amortized (MT CO2e/year)                                       | 100.80     |
| <b><i>% Decrease in Construction-related GHG Emissions</i></b> | <b>17%</b> |

**EXHIBIT B**





## ***Paul Rosenfeld, Ph.D.***

*Principal Environmental Chemist*

**Chemical Fate and Transport & Air Dispersion Modeling**

**Risk Assessment & Remediation Specialist**

### **Education**

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

### **Professional Experience**

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

## **Professional History:**

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner  
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)  
UCLA School of Public Health; 2003 to 2006; Adjunct Professor  
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator  
UCLA Institute of the Environment, 2001-2002; Research Associate  
Komex H<sub>2</sub>O Science, 2001 to 2003; Senior Remediation Scientist  
National Groundwater Association, 2002-2004; Lecturer  
San Diego State University, 1999-2001; Adjunct Professor  
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager  
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager  
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor  
King County, Seattle, 1996 – 1999; Scientist  
James River Corp., Washington, 1995-96; Scientist  
Big Creek Lumber, Davenport, California, 1995; Scientist  
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist  
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

## **Publications:**

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

**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**



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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.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. O2**

Jeremy H Herwitt, Attorney  
Mitchell M. Tsai Law Firm  
On Behalf of Western States Regional Council of Carpenters  
139 South Hudson Avenue, Suite 200  
Pasadena, CA 91101

### **Response to Comment No. O2-1**

The comment provides an introduction to the Western States Regional Council of Carpenters (WSRCC) and its comments on the Project's Draft EIR. The comment also provides a summary of the existing conditions of the TCSP Area and describes the Project as a long-range land use plan. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. O2-2**

The comment states that WSRCC reserves the right to supplement the comments during the review of the Final EIR for the Project and prior to and at the public hearings. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. O2-3**

The WSRCC requests to receive any and all notices referring or related to the Project issued under CEQA. The City will continue to send the WSRCC notices related to the Project. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O2-4**

The comment provides research and opinions regarding the potential for the use of a local construction workforce to reduce greenhouse gas and air pollutant emissions as a result of reduced vehicle miles traveled by construction workers. Such research and opinions are noted. As concluded in the Draft EIR, the Project would not result in significant impacts related to GHG emissions or air quality during construction. The comment also discusses the use of a local workforce and the City's imposition of training requirements during Project construction to prevent the spread of COVID-19 and other infectious diseases. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O2-5**

The comment provides the commenter's understanding of the legal background of elements of CEQA and describes when an EIR should be prepared for a project. This comment does not raise any issues related to the content or adequacy of the Project's Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Response to Comment No. O2-6**

The comment provides the commenter's understanding of the legal background of elements of CEQA and describes when new information may cause an EIR's impacts to be reevaluated. The commenter also discusses the role of lead agencies in determining thresholds of significance and mitigation measures. This comment does not raise any issues related to the content or adequacy of the Project's Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O2-7**

The comment asserts that the Draft EIR failed to properly assess the Project's energy impacts and requires revisions and recirculation. The comment cites the Project's net consumption of electricity, natural gas, and transportation fuel and disagrees with its comparison to estimated energy uses in Los Angeles County. The comment suggests that the appropriate comparison should have considered the Project's net consumption of energy to the existing uses in the TCSP Area or the City of Santa Clarita. However, it should be noted that the Draft EIR compared the Project's net energy use to that of the County to provide context and scale of energy usage. The Draft EIR considered additional factors in its methodology and analysis, particularly in relation to determining if the Project would exceed the thresholds of significance for energy impacts. As provided in Section 4.4, Energy, of the Draft EIR, a project would have a significant impact related to energy if it would: a) result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; or b) conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The commenter suggests that the Project's energy consumption should be compared to the existing energy consumption of the TCSP Area and/or the energy consumption of the City of Santa Clarita. However, it is unclear how, and the commenter does not explain how, such a comparison would assist in determining whether the project would either result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources or whether the Project would conflict with or obstruct a plan for renewable energy or energy efficiency.

The methodology of the Project's energy impact analyses accounts for various factors, including, but not limited to: specific development construction assumptions for the buildout scenarios (i.e., equipment list, timing/phasing, and hours of duration for construction equipment; vendor, hauling, and construction worker trips); proposed buildout sizes; California Emissions Estimator Model (CalEEMod) modeling; consumption factors for Los Angeles County, Southern California Edison (SCE), and Southern California Gas (SoCal Gas); vehicle miles traveled (VMT); and compliance with the State and regional plans for renewable energy and energy efficiency and code requirements. Furthermore, as described in Section 4.4 of the Draft EIR, the analysis completed for Threshold a) is informed by Appendix F of the CEQA Guidelines, which is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Accordingly, the Project's analysis incorporated the following criteria of Appendix F of the CEQA Guidelines:

- **Criterion 1:** The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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- **Criterion 2:** The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the Project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the Project complies with existing energy standards.
- **Criterion 5:** The effects of the Project on energy resources.
- **Criterion 6:** The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Therefore, the Project's energy analysis and methodology are not flawed, and the impact conclusions are valid. The comment does not necessitate revisions to the DEIR's energy discussion or recirculation for the DEIR.

The comment also contests the use of the SCE and SoCal Gas service areas in the Project's cumulative impacts analysis and asserts that such use has resulted in a flawed and improper cumulative analysis. However, such critique is merely based on the size of Project relative to the size of utility providers' service areas. According to CEQA Guidelines Sections 15130(b)(3), lead agencies are able to define the geographic scope of the area affected by the cumulative effect. As such, the City, as the lead CEQA agency for the Project, chose to use the SCE and SoCal Gas service areas as they are the service providers for the Project's and City's electricity and natural gas demands, and since splitting such service areas by a municipal (or other) boundary would not provide for any meaningful consideration of cumulative effects.

The comment does not provide specific evidence to support its claims. Similarly, the comment notes that when new substantial evidence shows that an impact identified as less than significant in the Draft EIR has the potential to be significant, the EIR must consider and resolve the conflict in the evidence. However, the commenter provides no evidence that any of the less-than-significant impacts identified in the Draft EIR would be significant. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O2-8**

The comment asserts that the DEIR failed to properly analyze the Project impacts associated with GHG emissions. The comment suggests that the Project's net increase in mobile source of GHG emissions is inconsistent as the "DEIR separately claims that the Project will result in an overall reduction of VMT." However, it should be clarified that the Project's DEIR does not state that the Project will result in an overall reduction of VMT. As provided in Appendix B of the Draft EIR, Fehr and Peers' memorandum provides the total VMT generated by the Project's buildout scenarios, and this data is incorporated in the Project's GHG emissions analysis. In addition, as described in Section 4.11, Transportation, based on the City's adopted screening criteria, the Project is presumed to have a less than significant VMT impact and is screened out from further VMT analysis, since the Project meets three VMT screening criteria (i.e., transit proximity for the entire Project Site, affordable housing for the affordable housing portion of the Project, and transportation facilities for the transportation improvements and proposed new multimodal connections).

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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The comment states that on page 4.6-12 the “DEIR admits that the ‘Project does not propose design features with the specific intent of reducing GHG emissions.’” However, it needs to be clarified that the DEIR followed the sentence of the DEIR by stating, “However, by its nature, the proposed Specific Plan includes a variety of features that have the co-benefit of reducing GHG emissions by reducing vehicle miles travelled (VMT). Examples include providing a balanced mix of residential and commercial uses in a town center setting with a variety of onsite and nearby amenities for residents, employees, and patrons; proximity to transit opportunities, including the adjacent McBean Regional Transit Center; promoting infill development in an area with existing infrastructure and services; and providing enhanced pedestrian and bicycle facilities connecting to the City’s existing network of sidewalks, trails, and paseos.”

The comment also asserts that the Project is not consistent with the CARB 2022 Scoping Plan and the plan’s first action item (i.e., to reduce GHG emissions 40 percent 1990 levels by 2030), stating that the “DEIR makes no accommodation to ensure the Project’s consistency with this unequivocally applicable component of the CARB Scoping Plan.” However, the reduction of GHG emissions to 40 percent below 1990 levels by 2030 is a Statewide target that is not directly applicable at the project/Specific Plan level. In fact, the Scoping Plan was prepared to identify the State’s roadmap for achieving this (and other) established GHG reduction targets. The Project contributes to the State’s achievement of this target by being consistent with the Scoping Plan, and the Project’s consistency with the Scoping Plan is thoroughly evaluated on pages 4.6-18 through 4.6-23 of the DEIR. The comment also critiques the Project’s lack of requirement to provide all electric appliances and the DEIR’s rationale that future legal requirements, if adopted, would be incorporated into specific projects that build out the Specific Plan. The comment contends that the Project is deferring mitigation until GHG reducing features are adopted by City policies. However, while the proposed Specific Plan does not specifically require all-electric appliances, future developments during buildout of the Specific Plan would not be precluded from providing more electric appliances than natural gas appliances. Furthermore, as listed above, the Project would provide a variety of GHG reduction features and amenities that implement many of the GHG reduction strategies in the Scoping Plan, including but not limited to: proximity to transit opportunities, including the adjacent McBean Regional Transit Center; promotion of infill development; and providing enhanced pedestrian and bicycle facilities connecting to the City’s existing network of sidewalks, trails, and paseos. Parking would also be unbundled from residential uses, and the Project includes requirements for EV charging infrastructure that meets the most ambitious voluntary standards in CALGreen. In addition, with improvements in technology in the future, developments may have other available GHG reducing features to incorporate during buildout of the TCSP. In fact, the proposed TCSP embodies the intent of the applicable GHG reduction plans, including the Scoping Plan and the RTP/SCS, as it consists of infill, mixed-use, pedestrian-friendly development with a balance of jobs and housing in a transit rich location with access to a variety of multi-modal transportation opportunities.

Furthermore, as detailed in Table 4.6-8 of the Draft EIR, the Project would be consistent with various reduction strategies of the Scoping Plan. A project is not rendered completely inconsistent with an adopted plan simply because one or two provisions are not made requirements. In determining the significance of impacts from GHG on the environment, consistent with CEQA Guidelines Section 15064.4, the City as lead agency has considered the following: the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions; and the Project’s consistency with the State’s long-term climate goals or strategies, provided that



## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable. Notwithstanding, it should be acknowledged that based on CEQA Guidelines Section 15125(d), an inconsistency between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by CEQA Guidelines Section 15382. Accordingly, the Draft EIR adequately concluded that the overall Project is consistent and does not conflict with applicable plans, policies, regulations, and GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the Santa Clarita General Plan.

### **Response to Comment No. O2-9**

The comment is partially incorrect in describing that the Project "proposes to follow certain regulatory requirements and proposes mitigation measure MM-AG-1[sic] to further reduce construction and operational air quality impact." It should be clarified that Project construction activities would result in less than significant air quality impacts. Project operation, specifically the full and high buildout scenarios, would result in impacts that would remain significant and unavoidable.

The comment questions this significant and unavoidable impact conclusion and whether the Project has considered all available, feasible mitigation, based on the language in Mitigation Measure MM-AQ-1. Specifically, the comment suggests that the mitigation measure's phrasing of "consideration of" energy-efficient design features and electric equipment (refer to page 4.2-24 in the Draft EIR) may cause such measures to be interpreted as optional or deferred. The comment suggests that the DEIR should be revised and recirculated to incorporate these features as mandatory components of MM-AQ-1. However, the Draft EIR clearly states on page 4.2-21 that "...as a Specific Plan, the Project would not include any direct demolition or development. Future individual development projects within the Specific Plan would be required to comply with Mitigation Measure MM-AQ-1, which requires implementation of energy efficiency and transportation measures to reduce emissions to the extent feasible. As no mitigation measures are feasible at the Specific Plan level to reduce impacts to a less than significant level, thus, the impact would be significant and unavoidable." Furthermore, MM-AQ-1 requires individual project development applicants to develop and commit to implementing a list of project-specific/building-specific emission reduction features, with minimum requirements and additional options provided. As the proposed Specific Plan allows for a variety of uses and a wide range of scales of potential individual projects to be built over more than 20 years, it is appropriate to provide flexibility in the type of air pollutant reduction techniques allowed, which also accounts for advances in technology, thus reducing emissions to the extent feasible. Accordingly, the Draft EIR adequately concluded that the air quality impacts during Project operation would remain significant and unavoidable. The comment does not provide significant new information and does not present or result in a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible project alternative or mitigation measure considerably different from other previously analyzed that would clearly lessen the environmental impacts of the project. Therefore, recirculation of the DEIR is not required or warranted.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Response to Comment No. O2-10**

The comment asserts that the City is required by CEQA to revise and recirculate the DEIR for the Project to address the letter's concerns. As defined in CEQA Guidelines Section 15088.5, "significant new information" requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

Based on the responses to comments above, no significant new information has been provided for the Project to necessitate recirculation.

### **Response to Comment No. O2-11**

The comment presents a draft technical report regarding local hire requirements and considerations for GHG modeling. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.



April 8, 2024

**TITLE**  
**Town Center Specific Plan Project**  
**Master Case 22-105**

**COMMENTS**

The Sierra Club is providing below suggestions/comments regarding the proposed Town Center Specific Plan Project. The need for affordable housing, effects of increased traffic and air pollution, accessibility issues (buses/pedestrian walkways, etc.), and the need for open space/park areas are just a few of our concerns.

O3-1

**Affordable Housing Needed**

The Town Center Specific Plan calls for over 2,500 housing units under the high buildout option in the 111-acre planning area along with an additional 630,000 square feet of commercial space. The Program DEIR proposes that a minimum of 20% of the housing units will be affordable. The Sierra Club acknowledges the need for a range of housing opportunities, especially those that are affordable. Our concern with this document is the lack of specificity regarding the guarantee of roughly 500 affordable units and the means by which they will be maintained as affordable. It is important that affordable housing be sufficiently addressed and made a requirement at this stage in order to justify the proposed density increases under each scenario, proposals for reduced parking, reduced VMT, as well as to achieve the necessary jobs/housing balance. The Sierra Club supports transit infill projects. However, without a firm commitment to affordable housing, it seems that the project could end up offering relatively few affordable units (based on previous buildout in the area) which does not even come close to approaching our standards for this type of situation.

O3-2

**Transportation and Air Pollution**

People utilizing the proposed development will increase the traffic on surface streets and increase air pollution. The Santa Clarita Valley already has some of the worst air quality in the nation, including non-attainment for Ozone, PM<sub>2.5</sub> and PM<sub>10</sub>. We recommend adoption of the proposed mitigation measures with the condition that MM-AQ-1 be required (see Greenhouse Gas Emissions below).

O3-3

Sierra Club comments2

We also recommend that the City require a significant number of EV charging stations throughout a future project for both commercial and residential uses. The proposed Town Center Specific Plan Project will dramatically increase traffic. It is necessary to provide abundant opportunities for residents to access metro lines, buses, and bike options.

O3-3  
Continued

The density of this proposed project and the high-use of the roads necessitate good planning. When researching this proposed project, the Sierra Club was shocked to discover that the Traffic Study for this area was held in May of 2022. We are the third largest city in Los Angeles County (according to the City’s website) and our numbers are growing each year. The Transportation Review outlined in the EIR is two years old and is not an accurate depiction of our current traffic situation. This is especially true because two years ago many people were not commuting to work or even leaving their homes as much (due to the pandemic). Schools were not even back in full-session at that time. Many students were still attending online school, therefore, the numbers from this time period are not accurate. Utilizing the numbers from two years ago, is giving a seriously incomplete view of our real traffic patterns. We would request that the Traffic Study be redone using current models for more accurate results that truly depict what is happening on a daily/weekly basis in the area.

O3-4

Accessibility

Because the proposed project will contribute to our worsening air quality, it is critical that the project is designed for safe and convenient walking, bicycling, and pedestrian access. We urge the City to incorporate complete street design elements into project requirements that will prioritize traffic calming and crossing safety measures.

O3-5

Access to transportation hubs, such as the Santa Clarita Metrolink station will be equally important. This will require adequate bus service schedules as identified under Project Screening Criteria which calls for “service frequency of 15 minutes or less during commute periods” to avoid additional analysis of VMT for transit proximity. New transportation options, similar to the City of LA Dash buses or electric trollies, should be considered to increase transit options and further reduce VMT.

Parks/Recreational Opportunities

We have also noted that the project offers very little in the way of parks and recreational opportunities. We request that the project, if approved, be required to offer more than the standard required. It is also essential that the planners not only identify the trail and bikeway connections, but ensure that residents will be able to easily and safely access these resources.

O3-6

The effects of climate change demand increasing attention to measures that will reduce the heat island effect. Though the need for tree planting for this purpose and to provide habitat is identified in Policy CO 3.1.8, we request that more trees be required than the standard number and that these be largely native, low water trees. In addition to protecting residents and visitors, inclusion of healthy tree canopy adds to the development of a sense of place which is a stated goal of this proposal.

Sierra Club comments3

· Water/Water Runoff

California is in a drought crisis and is rapidly transforming to an arid climate. With that in mind, we urge a rigorous study of the hydrology and impact on water quality with this project. Water is a nonrenewable resource as noted in the DPEIR. As such, we should go above and beyond basic requirements to conserve it.

If the proposed largest-scale buildout is approved, the project will also increase surface area runoff due to the construction of impervious surfaces (parking areas, concrete walkways, etc.). For that reason, we strongly urge requirements that will reduce runoff and encourage water capture, such as porous pavement, bioretention, infiltration basins, and other best practices for Low Impact Development.

We expect that the future project will provide infrastructure for recycled water irrigation as required by conservation policy. Landscaping should focus on drought tolerant native local plants to the greatest degree possible. This will have the added and important benefits of reducing the use of fertilizers, herbicides, and pesticides per City policy.

O3-7

· Greenhouse Gas Emissions/Energy

Mitigation Measure MM-AQ-1 should be required, not considered. This necessitates that “Integration of energy-efficient design features beyond those required by Title 24 of the California Code of Regulations and the CALGreen Code...” should be the norm. So too, electric landscape maintenance equipment should be required, not suggested as an alternative to gas equipment.

As previously mentioned, EV charging stations should be prominent and available to meet both residential and commercial demand. The developer should be required to maintain the units and to keep costs per kWh for charging to the lowest available for the time of use.

A complete analysis of Greenhouse Gas Emissions should be coupled with requirements including, but not limited to, rooftop solar, covered parking (with solar panels), electric-only appliances, LED lighting, energy and electric vehicle charging stations. The Sierra Club requests that green building standards be included as conditions of any approval that might be considered.

O3-8

· Solid Waste

We recommend that solid waste disposal capacity be re-evaluated when a project is proposed. Though the County may not have anticipated a shortfall, that may change if conditions at Chiquita Canyon Landfill warrant reductions in capacity or closure.

O3-9

Sierra Club comments4

## CONCLUSION

The Sierra Club recognizes that the proposal is a Program DEIR intended to establish the framework for project-level review. As the City pursues redevelopment of the properties, we ask that you give due consideration to our recommendations. We believe that performance standards and objectives should be included in the document. The fact that the PDEIR lacks specific commitments for meeting stated goals and allows tiering, raises concerns that the proposed Town Center Specific Plan Project (especially with the Full or High buildout options) will not meet the high standards proposed for a “destination” project and one that simultaneously serves the best interests of our community.

Thank you for allowing us the chance to offer some ideas to make this proposed project more acceptable for the community. We appreciate the opportunity to comment.

Sincerely,

Katherine Solomon

Conservation Chair, Santa Clarita Sierra Club

Sandra Cattell

Group Chair, Santa Clarita Sierra Club

O3-10

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. O3**

Katherine Solomon, Conservation Chair  
Sandra Cattell, Group Chair  
Sierra Club, Santa Clarita Chapter  
3250 Wilshire Boulevard, Suite 1106  
Los Angeles, CA 90010

### **Response to Comment No. O3-1**

The comment introduces the Sierra Club's suggestions, comments, and concerns regarding the Project, which are described in the subsequent portions of the commenter's letter. Accordingly, the comment is noted, and responses are provided below, corresponding with the detailed comments.

### **Response to Comment No. O3-2**

The comment expresses concern about the lack of an affordable housing requirement to correspond with the Project's proposed percentage of affordable housing. The inclusion of an affordable housing requirement in the Specific Plan is a planning policy matter and not a comment on the environmental impacts of the Project. Accordingly, the comment is noted and will be forwarded to the decision-makers for consideration. It should be noted that the percentage of affordable housing was not a factor in calculating the densities of the buildout scenarios, the proposed parking standards, or the Project's VMT impacts. As further described on page 2.0-18 of the Draft EIR, the buildout scenarios were calculated based on the market research and the conceptual plans/studies that were conducted for the proposed Specific Plan. The proposed parking standards are based on parking industry research and guidance; and the Project's VMT screening analysis is based on the Specific Plan's location within a transit priority area.

### **Response to Comment No. O3-3**

The comment asserts that the Project would increase traffic on surface streets and air pollution levels in the Santa Clarita Valley. Thus, the comment states that Mitigation Measure MM-AQ-1 should be required. As discussed in Section 4.2, Air Quality, of the Draft EIR, to reduce emissions at the site-specific level, prior to issuance of a building permit for each project implementing the TCSP, and to the satisfaction of the City of Santa Clarita, the applicant must develop and commit to implementing a list of project-specific/building-specific emission reduction features. Required features include Transportation Demand Management (TDM) Program Plans for multi-family residential developments with 100 or more units and any mixed use or commercial project that generates 50 full-time employees or more. MM-AQ-1 also requires consideration of energy-efficient design features beyond those required by Title 24 of the California Code of Regulations and Title 24, Part 11, referred to as the California Green Building Standards (CALGreen) Code, as adopted by the Santa Clarita Municipal Code, as well as consideration of electric landscape maintenance equipment. Additional features would be developed by each applicant. Furthermore, as required by the proposed Specific Plan, electric vehicle charging would be required at the highest voluntary CalGreen Code standard, and the TCSP would encourage alternative transportation based on its improved access to the McBean Regional Transit Center and bicycle infrastructure improvements.



## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Response to Comment No. O3-4**

The comment also questions the reliability of the Draft EIR's traffic study based on the date of preparation and data. The comments suggests that the traffic study for the project was prepared in May 2022 and does not accurately depict the current traffic situation in the vicinity. While the majority of the traffic counts that the City provided for use in the study were from May 2022, the collecting of traffic counts in Spring of 2022 was considered to reflect typical post-pandemic conditions with more people working from home than pre-pandemic and normal activities resuming. Furthermore, a directive from the California Department of Transportation (Caltrans) suggests that traffic counts collected after January 31, 2022 reflect post-pandemic conditions. The Caltrans' directive states that:<sup>1</sup>

*The COVID-19 pandemic has abnormally impacted statewide traffic patterns such that monitoring data indicated that Annual Average Daily Traffic (AADT) decreased significantly by as much as 50 percent as compared to pre-pandemic conditions. Since the initial pandemic decline in AADT in March of 2020, statewide average AADT has slowly increased and is now just 3% lower than pre-pandemic condition, beginning February 2022. To ensure the credibility of baseline traffic conditions, on which future year conditions (post-COVID-19) are based, the traffic analyses conducted for all projects on the SHS shall not use traffic data between March 13th, 2020 and January 31st, 2022. Traffic analysis and data usage should be subject to sound traffic engineering judgement and justification with source documentation of historical traffic data...*

Although specifically issued for Caltrans' studies, the directive demonstrates that that traffic conditions were generally found to return to the new post-pandemic levels in Spring of 2022. The Project's traffic assessment intentionally did not use traffic volumes from the pandemic and provides adequate analysis for the TCSP. A revised traffic assessment does not need to be completed.

### **Response to Comment No. O3-5**

The comment states that the project should be designed for safe and convenient walking, bicycling, and pedestrian access. The comment also asks that the City incorporate complete street design elements and accessibility to transportation hubs including the Santa Clarita Metrolink station. The TCSP incorporates such elements by improving pedestrian connectivity and providing bicycle connections within the alignment shown in the Non-Motorized Transportation Plan and by providing a more direct alignment throughout the TCSP Area. In addition, the Project proposes connectivity improvements to the City's Multi-Modal Circulation Network and identifies potential future bus stop locations to serve the Project Site and reduce VMT. As detailed in Section 4.11, Transportation, of the Draft EIR, the TCSP Area is served by multiple Santa Clarita Transit bus routes with various frequencies. In addition to the bus stops along the TCSP Area perimeter, the area is served by the McBean Regional Transit Center, located near the northwest corner of the intersection of McBean Parkway and Valencia Boulevard. The McBean Regional Transit Center is a transfer station where passengers can transfer between multiple bus routes, including Santa Clarita Transit local routes serving the Santa Clarita Valley,

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<sup>1</sup> California Department of Transportation, Traffic Operations Policy Directive, Traffic County Baseline Guidance Due to the Coronavirus Disease 2019 (COVID-19) Pandemic, effective January 30, 2023.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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Santa Clarita Transit commuter routes serving downtown Los Angeles, Century City, Warner Center, and North Hollywood, and regional transit operator routes serving Bakersfield and Kern County.

As also discussed in Section 4.11, the Project would leverage and expand existing pedestrian and bicycle infrastructure around the Project Site. The existing pedestrian bridges across Magic Mountain Parkway and Valencia Boulevard would be used as entrance points to the site's internal pedestrian and bicycle network. The existing pedestrian bridge on McBean Parkway is envisioned to be either relocated to the south to improve access to the McBean Regional Transit Center or a second pedestrian bridge could be constructed to provide such improved access. The Project also includes at-grade pedestrian access points at the signalized driveways, including one on Valencia Boulevard to the southern-most area of the site, and one on McBean Parkway directly adjacent to the proposed internal "central spine unification" roadway. This new roadway and Citrus Street would also include pedestrian and bicycle infrastructure to provide internal circulation and access for those traveling through the site. Additional pedestrian and bicycle circulation would be dispersed throughout the site to form connections between the different areas and uses.

The comment also suggests that new transportation options, similar to the City of Los Angeles DASH buses or electric trolleys, should be considered to increase transit options and further reduce VMT. As this comment does not address the adequacy of the Draft EIR, the comment is noted, and no additional response is warranted.

### **Response to Comment No. O3-6**

The comment expresses concern about the Project's provision of park and recreational opportunities. As described in Section 2, Project Description, of the Draft EIR, the Specific Plan envisions the development of nodes in the Specific Plan Area, which includes programmable gathering spaces and other smaller gathering spaces such as public plazas, courtyards, amphitheaters, pedestrian streets, parklets, children's playgrounds, and parks. In addition, the proposed Specific Plan includes pedestrian and bicycle paths that provide recreational opportunities in addition to multi-modal transportation opportunities. Furthermore, as discussed in the Project's Initial Study, the City currently owns and maintains 35 parks which provide a variety of amenities (e.g., basketball courts, play areas, picnic tables, baseball diamonds). In proximity to the TCSP Area, the City maintains Valley Park, approximately 1,700 feet south of the Specific Plan area, Summit Park, located approximately 2,000 feet south of the Specific Plan area, and a biking and walking trail system that traverses the Specific Plan area and connects to the Santa Clarita River trail, located approximately 1,400 feet east of the Specific Plan area. These recreational facilities offer turf play fields, basketball courts, play equipment, tennis courts, and walking and biking paths. Additionally, future development during buildout of the TCSP would be required to pay development impact fees to the City, which would further offset the need for construction of additional park space.

The comment also requests that more trees be planted as part of the TCSP. Accordingly, the comment is noted and will be forwarded to the decision-makers for consideration. No additional response is warranted.

### **Response to Comment No. O3-7**

The comment suggests that the Project be evaluated for potential hydrology and water quality impacts. The entire TCSP Area is currently built out and primarily consists of impervious surface

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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area. As discussed in the Project's Initial Study, developments during buildout of the TCSP would be required to comply with the countywide Municipal Separate Storm Sewer System (MS4) permit and the requirements for low impact development (LID), as codified in the Santa Clarita Municipal Code in Chapter 17.95. Based on the extent of existing impervious surfaces and since LID standards and other stormwater regulations require stormwater to be retained on-site, buildout of the Proposed Specific Plan would not result in an increase in stormwater being discharged into the storm drain system. Flows from the Specific Plan Area would continue to be accommodated by the existing stormwater treatment and conveyance system. In addition, implementation of BMPs and requirements of the City grading permit regulations would target the pollutants that could potentially be carried in stormwater runoff. Therefore, with the required incorporation of BMPs, construction and operation of any future development project under the TCSP Specific Plan would not cause flooding, create runoff volumes that would exceed the capacity of existing infrastructure, or result in substantial additional sources of polluted runoff.

The comment also identifies an expectation for recycled water irrigation. Policy 4.2.2 of the City's Conservation and Open Space Element calls for piping for "recycled water to the property for use in irrigation even if recycled water main delivery lines have not yet reached the site, where deemed appropriate by the reviewing authority." The City will be coordinating with the Santa Clarita Valley Water Agency (SCV Water) on expectations for recycled water infrastructure for the TCSP Area.

In addition, the comment also notes the importance of drought-tolerant and native local plants. The Project would comply with Santa Clarita Municipal Code (SCMC) Section 17.51.030, Development Standards for Landscaping and Irrigation, which emphasizes the selection of drought-tolerant and native local plants. The comment notes that such plans should be provided in the Project's landscaping to the greatest degree possible. Accordingly, the comment is noted and will be forwarded to the decision-makers for consideration. No additional response is warranted.

### **Response to Comment No. O3-8**

The comment states that Mitigation Measure MM-AQ-1 should be required. As previously detailed under Response to Comment No. O3-3, the mitigation measure requires individual project development applicants to develop and commit to implementing a list of project-specific/building-specific emission reduction features, with minimum requirements and additional options provided. As the proposed Specific Plan allows for a variety of uses and a wide range of scales of potential individual projects to be built over more than 20 years, it is appropriate to provide flexibility in the type of air pollutant reduction techniques allowed, which also accounts for advances in technology. The comment also states that electrical vehicle (EV) charging stations should be available to meet residential and commercial demand and that developers should be required to maintain the units. As described in Section 4.6, Greenhouse Gas Emissions, of the Draft EIR, the Project includes requirements for EV charging infrastructure that meets the most ambitious voluntary standards in CALGreen. The developer would be required to maintain the infrastructure. Furthermore, as also described in Section 4.6 of the Draft EIR, the Project would comply with sustainable practices included in the most current and applicable Title 24 standards and California Building Code requirements, including the installation of EV charging stations and bicycle parking spaces, high efficiency lighting, rooftop solar systems, water efficient landscaping, and low-flow water fixtures. With regard to lighting, California Assembly Bill 2208 prohibits the sale and distribution of fluorescent lamps and began imposing the phase out for such lighting in 2024.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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Accordingly, lighting purchases for projects building out the Specific Plan would be limited to the increasing supply of LED lighting in the future.

With regard to all-electric appliances, the City has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. Additionally, the City also does not have any policy that requires an all-electric development. Thus, it is possible that future projects building out the Specific Plan may include natural gas appliances. However, if policies related to all-electric development are adopted in the future, the Project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future and/or requiring all electric developments.

The comment requests that green building standards be included as conditions of any approval that might be considered. Accordingly, the comment is noted and will be forwarded to the decision-makers for consideration. No additional response is warranted.

### **Response to Comment No. O3-9**

The comment recommends that solid waste disposal capacity be reevaluated when specific developments are proposed. The comment suggests that although Los Angeles County may not have anticipated a shortfall in capacity, that conclusion may change if conditions at Chiquita Canyon Landfill result in a reduction of capacity or closure. However, the comment presents no information or substantial evidence to support this claim.

As described in Section 4.13, Utilities and Service Systems, of the Draft EIR, in Tables 4.13-6 and Table 4.13-7, Project construction activities would generate approximately 14,698 total tons after diversion, and Project operations would generate approximately 11,475 tons of waste per year. As also detailed in Section 4.13 of the Draft EIR, of the 16 identified facilities that received waste from the City, six facilities that accept both construction and demolition waste and municipal solid waste received more than 1,000 tons of waste, including those within and outside Los Angeles County: Antelope Valley Public Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Lost Hills Environmental Waste Facility, Simi Valley Landfill & Recycling Center, and Sunshine Canyon City/County Landfill.<sup>2</sup> Based on the latest available remaining permitted disposal capacity information, as provided by the Los Angeles County Countywide Integrated Waste Management (CoIWMP) 2021 Annual Report, the Antelope Valley Public Landfill has a remaining permitted disposal capacity of 9.24 million tons; Chiquita Canyon Sanitary Landfill has a remaining permitted disposal capacity of 51.63 million tons; El Sobrante Landfill has a remaining permitted disposal capacity of 134 million tons; Lost Hills Environmental Waste Facility has a remaining permitted disposal capacity of 1.5 million tons; Simi Valley Landfill & Recycling Center has a remaining permitted disposal capacity of 47 million tons; and Sunshine Canyon City/County Landfill has a remaining permitted disposal capacity of 52.22 million tons.<sup>3</sup> Therefore, in the event

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<sup>2</sup> CalRecycle, Jurisdiction Disposal by Facility and Alternative Daily Cover Tons by Facility, Year 2019, Los Angeles–Santa Clarita, accessed January 23, 2024, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>; alternative daily cover refers to cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging.

<sup>3</sup> Los Angeles County, Countywide Integrated Waste Management Plan 2021 Annual Report, Appendix E-2, Table 4, and Appendix E-5.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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that Chiquita Canyon Landfill is closed, other landfills would have the capacity to accept waste from the Project and the City. No additional response is warranted.

### **Response to Comment No. O3-10**

The comment acknowledges that the Project document is a Programmatic Draft EIR and requests consideration of the Sierra Club's comments. The comment also states that the Sierra Club "believe[s] that performance standards and objectives should be included in the document." However, Section 2, Project Description, of the Draft EIR does describe development standards and design standards. In addition, the vision and goals of the proposed Specific Plan, which together constitute the Project objectives, are included on pages 2.0-15 and 2.0-16 of the Draft EIR.

The comment states that "[t]he fact that the PDEIR lacks specific commitments for meeting stated goals and allows tiering[sic], raises concerns that the proposed Town Center Specific Plan Project (especially with the Full or High buildout options) will not meet the high standards proposed for a 'destination' project and one that simultaneously serves the best interests of our community." This comment expresses the concerns and opinions of the commenter, which will be forwarded to the decision-makers for consideration. No additional response is warranted.

**2.3 Responses to Comments After Close of Draft EIR Public Review Period**

This subsection includes copies of the letters received on the Project after the close of the Draft EIR public review period that provide comments on the EIR, with the comments numbered and responses to the comments provided. **Table 2.3-1**, List of Commenters for Comments Received After Close of the Draft EIR Public Review Period, assigns a number to identify the commenter and notes the general topic areas covered by each comment letter.

**Table 2.3-1  
List of Commenters for Comments Received After  
Close of the Draft EIR Public Review Period**

| <b>Letter No.</b>    | <b>Individual/Signatory</b>                                | <b>Affiliation</b>                                  | <b>Date</b> | <b>Comment Topics</b>  |
|----------------------|--|---|-------------|--|
| <b>ORGANIZATIONS</b> |  |   |             |  |
| 2.3-O1               | Jeremy H Herwitz,<br>Attorney at Mitchell M. Tsai Law Firm | Western States<br>Regional Council of<br>Carpenters | 5/21/2024   | Use of Local Workforce,<br>Prevention of COVID-19,<br>Air Pollutants, Energy,<br>and Greenhouse Gas<br>(GHG) Analyses                      |
| 2.3-O2               | Jordan R. Sisson, Attorney<br>GK Law                       | UNITE HERE Local 11                                 | 5/21/2024   | Housing, Transportation,<br>Air Quality, GHG,<br>Energy, Accessibility,<br>Parks and Recreation,<br>Land Use, Water Supply,<br>Solid Waste |



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**VIA E-MAIL**

May 21, 2024

Planning Commission  
City of Santa Clarita  
23920 Valencia Boulevard  
Santa Clarita, CA 91355  
Ph: (661) 284-1406  
Em: [dpeterson@santa-clarita.com](mailto:dpeterson@santa-clarita.com)

**RE: Agenda Item No. 1: City of Santa Clarita’s Valencia Town Center Specific Plan, Final Environmental Impact Report (SCH#: 2023120123).**

Dear Honorable Planning Commissioners and David Peterson,

On behalf of the Western States Regional Council of Carpenters (“**Western Carpenters**” or “**WSRCC**”), our firm is submitting these comments for the City of Santa Clarita’s (“**City**”) Planning Commission hearing regarding the March 2024 Draft Environmental Impact Report (“**DEIR**”) and May Final Environmental Impact Report (“**FEIR**”) prepared in connection with the Valencia Town Center Specific Plan (“**TCSP**”) project (“**Project**”).

The Western Carpenters is a labor union representing almost 90,000 union carpenters in 12 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

The Project’s TCSP area spans an approximately 111-acre area located in the community of Valencia within the City, and currently consists of 4 distinct subareas containing a variety of development types. Subarea 1 encompasses the largest development within the TCSP area, including the Valencia Town Center Mall (VTC Mall) with 1 million square feet of commercial space occupying 69 acres. Subarea 2, identified as Town Center East, is characterized by approximately 245,000 square feet of public services, office space, personal service, and retail development, including structures that house various Los Angeles County services (Sheriff’s Dept., Fire Dept., Superior Court, Planning Division, Building & Safety, etc.) the City’s library (Valencia

2.3-O1-1

branch), and a 31,000 square foot commercial center. Subarea 3 includes approximately 460,000 square feet of commercial space composed of several office buildings measuring between four and six stories in height with ground-floor retail/restaurants/services, a twelve-theater cinema, several one- and two-story retail/office buildings, and two multilevel parking structures. Lastly, Subarea 4 is the smallest subarea within the TCSP area and is mostly vacant, with a retail location (coffee shop) currently under construction in the northeastern portion of the subarea. The remainder of Subarea 4 is entitled for the construction of a five-story hotel and free-standing restaurant, with rough grading completed, but no structures built.

2.3-O1-1  
 Continued

The proposed Project is a long-range land use plan for the redevelopment of the TCSP area with the aim of creating a regional destination that incorporates a variety of mixed uses, including residential, commercial, dining, and entertainment, and establishes a framework for future development. The entire TCSP Area is zoned Regional Commercial (CR) and is located within the City's Jobs Creation Overlay Zone (JCOZ).

Individual members of WSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Western States Regional Council of Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

2.3-O1-2

The Western Carpenters incorporates by reference all comments raising issues regarding the Environmental Impact Report (EIR) submitted prior to certification of the EIR for the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the Western Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law (“**Planning and Zoning Law**”) (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and

2.3-O1-3



California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

2.3-O1-3  
Continued

**I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY’S ECONOMIC DEVELOPMENT AND ENVIRONMENT**

The City should require the Project to be built using local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

2.3-O1-4

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

[L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words,

well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.<sup>1</sup>

Furthermore, workforce policies have significant environmental benefits given that they improve an area’s jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program” can result in air pollutant reductions.<sup>2</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>3</sup>

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.<sup>4</sup> Some municipalities have even tied local hire and

2.3-O1-4  
Continued

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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> 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>4</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>.

other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 (“**AB2011**”). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

## **II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT’S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES**

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.<sup>5</sup>

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<sup>5</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>.

Western Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. WSRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Western Carpenters' experience with safe construction site work practices, WSRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

**Construction Site Design:**

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

**Testing Procedures:**

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.

- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

### **Planning**

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches)

communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.<sup>6</sup>

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Western Carpenters has also developed a rigorous Infection Control Risk Assessment (“**ICRA**”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.<sup>7</sup>

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

### III. THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations (“**CEQA Guidelines**”), § 15002, subd. (a)(1).<sup>8</sup> At its core, its purpose

<sup>6</sup> See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S. Constructions Sites, available at [https://www.cpwr.com/sites/default/files/NABTU\\_CPWR\\_Standards\\_COVID-19.pdf](https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf); Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, available at [https://dpw.lacounty.gov/building-and-safety/docs/pw\\_guidelines-construction-sites.pdf](https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf).

<sup>7</sup> For details concerning Western Carpenters’ ICRA training program, see <https://icrahealthcare.com/>.

<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

is to “inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government[.]’” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564 (internal citation omitted).

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners of the City of Oakland* (2001) 91 Cal.App.4th 1344, 1354; *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 400. The Environmental Impact Report (EIR) serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines, § 15002, subd. (a)(2).

A public agency must prepare an EIR whenever substantial evidence supports a “fair argument” that a proposed project “may have a significant effect on the environment.” Pub. Res. Code, §§ 21100, 21151; CEQA Guidelines, §§ 15002, subds. (f)(1)-(2), 15063; *No Oil, supra*, 13 Cal.App.3d at p. 75; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 111-112. If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in Public Resources Code section 21081. See CEQA Guidelines, §§ 15092, subds. (b)(2)(A)-(B).

Essentially, should a lead agency be presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. CEQA Guidelines, §§ 15064(f)(1)-(2); see *No Oil, supra*, 13 Cal.App.3d at p. 75 (internal citations and quotations omitted). Substantial evidence includes “enough relevant information and reasonable inferences from this

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implementation of CEQA. 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. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 217.

information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.” CEQA Guidelines, § 15384, subd. (a).

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.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the “fair argument” standard under which an EIR must be prepared whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1602; *Friends of “B” St. v. City of Hayward* (1980) 106 Cal.3d 988, 1002.

The fair argument test stems from the statutory mandate that an EIR be prepared for any project that “may have a significant effect on the environment.” Pub. Res. Code, § 21151; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.App.3d 68, 75 (hereafter, “*No Oil*”); accord *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 884 (hereafter, “*Jensen*”). Under this test, if a proposed project is not exempt and may cause a significant effect on the environment, the lead agency must prepare an EIR. Pub. Res. Code, §§ 21100, subd. (a), 21151; CEQA Guidelines, §§ 15064, subds. (a)(1), (f)(1). An EIR may be dispensed with only if the lead agency finds no substantial evidence in the initial study or elsewhere in the record that the project may have a significant effect on the environment. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222



Cal.App.4th 768, 785. In such a situation, the lead agency *must* adopt a negative declaration. Pub. Res. Code, § 21080, subd. (c)(1); CEQA Guidelines, §§ 15063, subd. (b)(2), 15064, subd. (f)(3).

“Significant effect upon the environment” is defined as “a substantial or potentially substantial adverse change in the environment.” Pub. Res. Code, § 21068; CEQA Guidelines, § 15382. A project may have a significant effect on the environment if there is a reasonable probability that it will result in a significant impact. *No Oil, supra*, 13 Cal.App.3d at p. 83 fn. 16; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309 (hereafter, “*Sundstrom*”). If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, § 15063, subd. (b)(1); see *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1580.

This standard sets a “low threshold” for preparation of an EIR. *Consolidated Irrigation Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207; *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928; *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 580; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754; *Sundstrom, supra*, 202 Cal.App.3d at p. 310; *No Oil, supra*, 13 Cal.App.3d at p. 84; *County Sanitation, supra*, 127 Cal.App.4th at p. 1579. If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect. See *Jensen, supra*, 23 Cal.App.5th at p. 886; *Clevs Land & Livestock v. City of San Diego* (2017) 19 Cal.App.5th 161, 183; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Brentwood Assn. for No Drilling, Inc. v. City of Los Angeles* (1982) 134 Cal.App.3d 491; *Friends of “B” St.*, 106 Cal.App.3d 988; CEQA Guidelines, § 15064, subd. (f)(1). It “requires the preparation of an EIR where there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial[.]” *County Sanitation, supra*, 127 Cal.App.4th at p. 1580 (quoting CEQA Guidelines, § 15063, subd. (b)(1)).

Evidence supporting a fair argument of a significant environmental impact triggers preparation of an EIR regardless of whether the record contains contrary evidence. *League for Protection of Oakland’s Architectural and Historical Resources v. City of Oakland*

(1997) 52 Cal.App.4th 896, 904-905. “Where the question is the sufficiency of the evidence to support a fair argument, deference to the agency’s determination is not appropriate[.]” *County Sanitation, supra*, 127 Cal.App.4th at p. 1579 (quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317-1318).

The agency or the court should not weigh expert testimony or decide on the credibility of such evidence—this is the EIR’s responsibility. As stated in *Pocket Protectors v. City of Sacramento* (2004):

Unlike the situation where an EIR has been prepared, neither the lead agency nor a court may “weigh” conflicting substantial evidence to determine whether an EIR must be prepared in the first instance. Guidelines section 15064, subdivision (f)(1) provides in pertinent part: if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. Thus, as *Claremont* itself recognized, [c]onsideration is not to be given contrary evidence supporting the preparation of a negative declaration.

124 Cal.App.4th 903, 935 (internal citations and quotations omitted).

In cases where it is not clear whether there is substantial evidence of significant environmental impacts, CEQA mandates erring on the side of a “preference for resolving doubts in favor of environmental review.” *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 332 “The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language. *Friends of Mammoth v. Bd. of Supervisors* (1972) 8 Cal.3d 247, 259.

Further, it is the duty of the lead agency, not the public, to conduct the proper environmental studies. “The agency should not be allowed to hide behind its own failure to gather relevant data.” *Sundstrom, supra*, 202 Cal.App.3d at p. 311.

“Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences.” *Ibid*; see also *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1382 (lack of study enlarges the scope of the fair argument which may be made based on the limited facts in the record).

Thus, refusal to complete recommended studies lowers the already low threshold to establish a fair argument. The court may not exercise its independent judgment on the omitted material by determining whether the ultimate decision of the lead agency would have been affected had the law been followed. *Environmental Protection Information Center v. Cal. Dept. of Forestry* (2008) 44 Cal.4th 459, 486 (internal citations and quotations omitted). The remedy for this deficiency would be for the trial court to issue a writ of mandate. *Ibid.*

While the courts review an EIR using an ‘abuse of discretion’ standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Keep Jets, supra*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights, supra*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Ibid.* Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the First District Court of Appeal has previously stated, 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. *Berkeley Keep Jets, supra*, 91 Cal.App.4th at p. 1355 (internal quotations omitted).

Both the review for failure to follow CEQA’s procedures and the fair argument test are questions of law, thus, the de novo standard of review applies. *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435. Whether the agency’s record contains substantial evidence that would support a fair argument that the project may have a significant effect on the environment is treated as a question of law. *Consolidated Irrigation Dist., supra*, 204 Cal.App.4th at p. 207; Kostka and Zischke, *Practice Under the Environmental Quality Act* (2017, 2d ed.) at § 6.76.

#### **IV. THE EIR IS INADEQUATE UNDER CEQA**

##### **A. The EIR 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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2.3-O1-6

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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Continued

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 Omits Critical Supporting Information Regarding the Project's Energy Use Impacts and Improperly Finds that the Project's Energy Use Impacts Would Be Less Than Significant***

Environmental documents must provide technical details, not merely conclusory findings, to support their determinations. [A]n EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. CEQA Guidelines § 15147; *San Franciscans for Reasonable Growth*

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*v. City & County of San Francisco* (1987) 193 Cal.App.3d 1544, 1549 (“All technical data, however, need not be included in the body of report, but may be relegated to appendices [citation omitted] or may be contained in separate source documents which are not formally a part of the document.”). An EIR shall cite all documents used in its preparation . . . .” CEQA Guidelines § 15148. An environmental document may incorporate by reference another document so long as the document is made available for inspection to the public. CEQA Guidelines § 15150.

Here, the DEIR and FEIR conclude that the Project’s energy use impacts will be less than significant and therefore no mitigation is required. However, the City premises this determination on faulty and self-serving analysis whereby it compares the Project’s anticipated net increase in energy uses (i.e., the total anticipated Project energy uses, less the current estimated energy uses in the TCSP area) to the estimated energy uses of all of Los Angeles County. See DEIR at pp. 4.4-10-12, Table 4.4-6. The City then applies this flawed method in making the determination that the proposed Project’s anticipated energy uses will, in most cases, account for less than 1% of the energy uses of all of LA County, and on that basis, speciously concludes that the Project will have no significant energy use impacts. *Id.*

At no point does the City explain or justify the relevance of its comparison between the Project’s anticipated net increase of energy uses in the TCSP area and the total energy consumed by LA County for purposes of assessing a project’s environmental impacts. Indeed, a mere 111-acre area (0.173 square miles) with some assorted mixed-use development constructed upon it, by its very nature, and under practically any imaginable circumstance, would inevitably account for only a miniscule fraction of the total energy consumed by an entire county made up of over 4,000 square miles, over 297,000 employers, and over 9.7 million residents.<sup>9</sup> Comparing the TCSP’s anticipated energy use impacts to the energy use of all of LA County is quite simply completely unjustified here.

The more pertinent and legally appropriate analysis for the Project’s energy use impacts would be for the DEIR to consider the percentage increase in energy use that the Project presents compared to the existing energy uses in the TCSP area. When that appropriate comparison is undertaken, the Project’s energy use impacts become substantial and unignorable. To underscore the true anticipated energy impacts of the

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<sup>9</sup> See United States Census Bureau, QuickFacts, Los Angeles County, California, United States Census: <https://www.census.gov/quickfacts/fact/table/losangelescountycalifornia,CA/PST045222>

proposed Project, even for the Low Buildout alternative contemplated under the TCSP (i.e., the least energy-intensive option), the operational electricity consumption for the TCSP area would increase by 53.5% (13,920 MWh), the operational natural gas consumption would increase by 80.9% (398,695 therms), and the operational automotive fuel consumption would increase by 71.4% (2,645,997 gallons) when compared to the TCSP area's existing energy use. See DEIR at pp.4.4-9-10, Tables 4.4-2 & 4.4-3. Further to that, the Project also contemplates the consumption of an additional 13,342,717 gallons of fuel to be consumed as part of off-road and on-road construction activities. These figures amount to significant increases in energy consumption within the TCSP area and the City itself. Tellingly, the City has failed to provide any data or analysis regarding the energy consumption occurring strictly within its borders.

Given the size of Los Angeles County relative to the City and the TCSP area, if the City remains intent on applying a geographical constraint to facilitate its assessment the impacts of the Project, a far more rational and appropriate approach would be to determine the percentage or proportion of *the City's* energy uses that the Project's anticipated net increases in energy uses would account for.

Additionally, in assessing the Project's cumulative energy use impacts, the DEIR then inconsistently applies the overall service area for the applicable regional utilities (Southern California Edison ("SCE") and SoCal Gas) as the geographic context for its study on electricity and natural gas energy uses, only to again conclude that the Project's cumulative energy use impacts would not be substantial. In that respect, the City has continued to apply egregiously flawed analysis of the Project's energy use.

SCE is one of the nation's largest electric utilities serving approximately 15 million people in a 50,000 square-mile service area spanning from Mono County in the north to Orange County in the south, along the Pacific Ocean to the California border in the east. Meanwhile, SoCal Gas is the nation's largest natural gas distribution utility, serving approximately 20.9 million consumers in more than 500 communities spanning approximately 20,000 square miles from San Luis Obispo County down to the U.S.-Mexico border. Each of these utilities thus services an area that dwarfs the size of the TCSP area, as well as the City. Meanwhile, for the purposes of assessing cumulative transportation-related energy use, the DEIR has incongruously selected Los Angeles County as its geographic boundary, and then finds that the Project and related projects would cumulatively increase the demand upon transportation-related fuel. See DEIR at

p. 16. In this regard, the DEIR’s cumulative energy use analysis is also inconsistent, unsupported, and improper. The City should instead revise the DEIR to reflect an analysis of the Project’s projected energy demands relative to the energy demands of Los Angeles County in order to determine whether the cumulative energy use impacts are substantial in nature.

Based on the foregoing, and in spite of the conclusions set forth in the DEIR, there is substantial evidence of the potential for the Project’s energy use to present a significant environmental impact. As such, the DEIR must, at a minimum, be revised and recirculated consider and resolve this conflict in the evidence. See *Visalia Retail, supra*, 20 Cal. App. 5th at 17; see also *Amador Waterways, supra*, (2004) 116 Cal. App. 4th at 1109.

Additionally, the FEIR’s response to WSRCC’s prior comments on the Project’s energy use impacts misses the mark and summarily dismisses the merits of each of the foregoing concerns. Irrespective of the apparent irritation that the FEIR demonstrates toward the concerns WSRCC has raised on this issue, the FEIR fails to explain and justify how and why the arbitrary geographical limitations applied in the DEIR’s energy use analysis are appropriate in assessing the Project’s impacts. Indeed, the FEIR provides no explanation at all for the DEIR’s selection of Los Angeles County, rather than the City of Santa Clarita, as the geographic perimeter for assessing the Project’s Energy Use impacts, other than vaguely claiming that DEIR did so for “context and scale of energy usage.” WSRCC submits and maintains that the current scale and context of the DEIR’s geographic selection is wholly unreasonable. Meanwhile, WSRCC has made a reasonable and appropriate presentation (set forth above) of noteworthy data from the DEIR itself regarding the increase in Energy Use over and above current levels in the TCSP area that the Project will precipitate. This analysis demonstrates, via substantial evidence, that there is a substantial likelihood of a significant environmental impact from the Project’s energy use. The Project, as presently constituted, and without proper mitigation, will likely result in a potentially significant environmental impact due to wasteful, inefficient, and/or unnecessary consumption of energy resources during construction and operation.

Moreover, in support of its position regarding the DEIR’s analysis of cumulative impacts, the FEIR incorrectly cites CEQA Guidelines § 15030(b)(3) for the proposition that the City, as lead agency, can define the geographic scope of the Project for purposes

of assessing the Project’s cumulative impacts. § 15030(b)(3) does not exist anywhere in the CEQA Guidelines, but § 15130(b)(3) is instructive, and provides as follows:

Lead agencies should define the geographic scope of the area affected by the cumulative effect *and provide a reasonable explanation for the geographic limitation used.*

(emphasis added.)

It goes without saying that the Project’s energy use impacts will be less than significant if one compares its anticipated energy use to all of Los Angeles County, or to approximately half of the state of California, as the DEIR and FEIR propose. It speaks volumes that the FEIR declines to justify or provide any rationale on the DEIR’s decision to craft its analysis in this inexplicable manner, despite being given ample opportunity, and being required by CEQA, to do so. It appears clear that the DEIR and FEIR have declined to consider the Energy Use impacts of the Project in the context of the City of Santa Clarita because those impacts would otherwise be too significant to ignore and would require substantial mitigation that might prove inconvenient to development.

Furthermore, and as discussed below in connection with the Project’s Greenhouse Gas Emissions impacts, there is a trove of additional mitigation measures that could be incorporated in the Project in order to curb its GHG emissions impacts, many of which would also reduce the Project’s Energy Use (and Air Quality) impacts as well. Incorporating the energy use mitigation measures proposed below is feasible and justified for the Project. The EIR’s continued failure to do so, in conjunction with its faulty energy use impact analysis, violates CEQA.

2. ***The DEIR Omits Critical Supporting Information Regarding the Project’s Greenhouse Gas Emissions Impacts and Improperly Finds that the Project’s GHG Impacts Would Be Less Than Significant***

Similar to the deficiencies identified above regarding the DEIR’s faulty analysis of the Project’s projected energy use, the DEIR fails to properly analyze the impacts associated with the Project’s projected greenhouse gas (“GHG”) emissions. Even under the Low Buildout scenario contemplated by the TCSP, the DEIR anticipates a net increase in GHG emissions of 22,487.05 MTCO<sub>2</sub>e/year. See DEIR at p. 4.6-17. This figure

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includes a net increase in mobile source GHG emissions, despite that the DEIR separately claims that the Project will result in an overall reduction of VMT.

As stated in the Office of Planning Research’s (“**OPR**”) technical advisory in 2018:

VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel.

Despite the Project’s clear GHG emissions impact in direct contravention of SB 32’s GHG reduction goals, the DEIR draws the conclusion that the impact will not be substantial in character based solely on the determination that the parameters of the Project are consistent with the CARB 2022 Scoping Plan, SCAG’s 2020-2045 RTP/SCS, and the City’s General Plan. DEIR at p. 4.6-23. Yet, in the same breath, the DEIR admits that the “Project does not propose design features with the specific intent of reducing GHG emissions.” DEIR at p. 4.6-12. The DEIR fails to cite any authority for the proposition that the plan-consistency of a project effectively reduces the project’s GHG emissions impacts to an insubstantial level, such that the project is thereby relieved of its obligation to implement specific measures aimed at mitigating the increase in the GHG emissions that it will otherwise generate.

Moreover, the Project is not consistent with the CARB 2022 Scoping Plan, as claimed by the DEIR. Indeed, the first action item in the Scoping Plan is reduce GHG emissions “40% below 1990 levels by 2030.”<sup>10</sup> Meanwhile, the DEIR makes no accommodation to ensure the Project’s consistency with this unequivocally applicable component of the CARB Scoping Plan, and instead stands on its intention to increase overall GHG emissions. DEIR at p. 4.6-23. The CARB Scoping Plan also sets forth the action item that new residential and commercial buildings will have “[a]ll electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.”<sup>11</sup> In response, the DEIR claims that the Project need not comply with this action item at this time because “the City has

<sup>10</sup> California Air Resources Board 2022 Scoping Plan at p. 72;  
<https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

<sup>11</sup> *Id.* at p. 75

not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. Additionally, the City also does not have any policy that requires an all-electric development.” DEIR at p. 4.6-19, Table 4.6-7. While continuing to tout its consistency with the CARB Scoping Plan, the DEIR goes on to ambiguously state that the Project will comply with any such policies related to all-electric development that the City should adopt in the future, if applicable. *Id.*

2.3-O1-8  
Continued

Despite the clear path presented by the CARB Scoping Plan for reducing GHG emissions, the DEIR declines to hold the Project to that standard, and instead defers any potential mitigation in that regard to an unknown future time when such mitigating measures may be formalized by the City’s policies. This determination in the DEIR undermines the Project’s consistency with the CARB Scoping Plan, and by extension, the DEIR’s compliance with CEQA’s mandate to identify and mitigate significant environmental impacts.

The FEIR’s response to WSRCC’s prior comments dismisses the merits of the foregoing concerns. It is the City’s obligation, as lead agency, to ensure that the Project’s environmental impacts have been mitigated to a less than significant level wherever possible. Notwithstanding, below are additional potential mitigation measures that would reduce the GHG emission impacts of the Project, as delineated by the California Air Pollution Control Officers Association’s *Quantifying Greenhouse Gas Mitigation Measures*:

| Energy              |                |   |     |                |   |                           |
|---------------------|----------------|---|-----|----------------|---|---------------------------|
| Category            | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness  |                           |
|                     |                |   |     |                | Percent Reduction in GHG Emissions  | Basis                     |
| Building Energy Use | BE-1           | Buildings exceed Title 24 Building Envelope Energy Efficiency Standards by X% (X is equal to the percentage improvement selected for the project) |     |                | For a 10% improvement over 2008 Title 24: Non-Residential electricity use: 0.2-5.5%; natural gas use: 0.7-10%<br>Residential electricity use: 0.3-2.6%; natural gas use: 7.5-9.1% |                           |
|                     | BE-2           | Install Programmable Thermostat Timers  | x   |                | BMP   |                           |
|                     | BE-3           | Obtain Third-party HVAC Commissioning and Verification of Energy Savings  | x   | BE-1           | BMP   |                           |
|                     | BE-4           | Install Energy Efficient Appliances   |     |                | Residential building: 2-4%<br>Grocery Stores: 17-22%  | Appliance Electricity Use |
|                     | BE-5           | Install Energy Efficient Boilers  |     |                | 1.2-18.4%   | Fuel Use                  |

2.3-O1-9

LETTER 2.3-O1 Continued

|                               |      |   |   |  |        |                                  |
|-------------------------------|------|---|---|--|--------|----------------------------------|
| Alternative Energy Generation | AE-1 | Establish Onsite Renewable Energy Systems-Generic         |   |  | 0-100% |                                  |
|                               | AE-2 | Establish Onsite Renewable Energy Systems-Solar Power     |   |  | 0-100% |                                  |
|                               | AE-3 | Establish Onsite Renewable Energy Systems-Wind Power      |   |  | 0-100% |                                  |
|                               | AE-4 | Utilize a Combined Heat and Power System                  |   |  | 0-46%  |                                  |
|                               | AE-5 | Establish Methane Recovery in Landfills                   |   |  | 73-77% |                                  |
|                               | AE-6 | Establish Methane Recovery in Wastewater Treatment Plants |   |  | 95-97% |                                  |
| Lighting                      | LE-1 | Install Higher Efficacy Public Street and Area Lighting   |   |  | 16-40% | Outdoor Lighting Electricity Use |
|                               | LE-2 | Limit Outdoor Lighting Requirements                       | x |  | BMP    |                                  |
|                               | LE-3 | Replace Traffic Lights with LED Traffic Lights            |   |  | 90%    | Traffic Light Electricity Use    |

| Transportation      |                |   |     |                |                                    |       |
|---------------------|----------------|---|-----|----------------|------------------------------------|-------|
| Category            | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness             |       |
|                     |                |   |     |                | Percent Reduction in GHG Emissions | Basis |
| Land Use / Location | LUT-1          | Increase Density  |     |                | 1.5-30.0%                          | VMT   |
|                     | LUT-2          | Increase Location Efficiency                                      |     |                | 10-65%                             | VMT   |
|                     | LUT-3          | Increase Diversity of Urban and Suburban Developments (Mixed Use) |     |                | 9-30%                              | VMT   |
|                     | LUT-4          | Incr. Destination Accessibility                                   |     |                | 6.7-20%                            | VMT   |
|                     | LUT-5          | Increase Transit Accessibility                                    |     |                | 0.5-24.6%                          | VMT   |
|                     | LUT-6          | Integrate Affordable and Below Market Rate Housing                |     |                | 0.04-1.20%                         | VMT   |
|                     | LUT-7          | Orient Project Toward Non-Auto Corridor                           |     |                | NA                                 |       |
|                     | LUT-8          | Locate Project near Bike Path/Bike Lane                           |     |                | NA                                 |       |
|                     | LUT-9          | Improve Design of Development                                     |     |                | 3.0-21.3%                          | VMT   |

2.3-O1-9  
Continued

LETTER 2.3-O1 Continued

|                            |        |   |  |              |            |             |
|----------------------------|--------|---|--|--------------|------------|-------------|
| Neighborhood / Site Design | SDT-1  | Provide Pedestrian Network Improvements                               |  |              | 0-2%       | VMT         |
|                            | SDT-2  | Traffic Calming Measures  |  |              | 0.25-1.00% | VMT         |
|                            | SDT-3  | Implement a Neighborhood Electric Vehicle (NEV) Network               |  |              | 0.5-12.7%  | VMT         |
|                            | SDT-4  | Urban Non-Motorized Zones   |  | SDT-1        | NA         |             |
|                            | SDT-5  | Incorporate Bike Lane Street Design (on-site)                         |  | LUT-9        | NA         |             |
|                            | SDT-6  | Provide Bike Parking in Non-Residential Projects                      |  | LUT-9        | NA         |             |
|                            | SDT-7  | Provide Bike Parking in Multi-Unit Residential Projects               |  | LUT-9        | NA         |             |
|                            | SDT-8  | Provide EV Parking  |  | SDT-3        | NA         |             |
|                            | SDT-9  | Dedicate Land for Bike Trails   |  | LUT-9        | NA         |             |
| Parking Policy / Pricing   | PDT-1  | Limit Parking Supply  |  |              | 5-12.5%    |             |
|                            | PDT-2  | Unbundle Parking Costs from Property Cost                             |  |              | 2.6-13%    |             |
|                            | PDT-3  | Implement Market Price Public Parking (On-Street)                     |  |              | 2.8-5.5%   |             |
|                            | PDT-4  | Require Residential Area Parking Permits                              |  | PDT-1, 2 & 3 | NA         |             |
| Trip Reduction Programs    | TRT-1  | Implement Voluntary CTR Programs                                      |  |              | 1.0-6.2%   | Commute VMT |
|                            | TRT-2  | Implement Mandatory CTR Programs – Required Implementation/Monitoring |  |              | 4.2-21.0%  | Commute VMT |
|                            | TRT-3  | Provide Ride-Sharing Programs   |  |              | 1-15%      | Commute VMT |
|                            | TRT-4  | Implement Subsidized or Discounted Transit Prog.                      |  |              | 0.3-20.0%  | Commute VMT |
|                            | TRT-5  | Provide End of Trip Facilities  |  | TRT-1, 2 & 3 | NA         |             |
|                            | TRT-6  | Telecommuting and Alternative Work Schedules                          |  |              | 0.07-5.50% | Commute VMT |
|                            | TRT-7  | Implement Commute Trip Reduction Marketing                            |  |              | 0.8-4.0%   | Commute VMT |
|                            | TRT-8  | Implement Preferential Parking Permit Program                         |  | TRT-1, 2 & 3 | NA         |             |
|                            | TRT-9  | Implement Car-Sharing Program   |  |              | 0.4-0.7%   | VMT         |
|                            | TRT-10 | Implement School Pool Program   |  |              | 7.2-15.8%  | School VMT  |

2.3-O1-9  
Continued

LETTER 2.3-O1 Continued

|                             |        |   |  |                                  |           |                   |
|-----------------------------|--------|---|--|----------------------------------|-----------|-------------------|
|                             | TRT-11 | Provide Employer-Sponsored Vanpool/Shuttle  |  |                                  | 0.3-13.4% | Commute VMT       |
|                             | TRT-12 | Implement Bike-Sharing Program  |  | SDT-5, LUT-9                     | NA        |                   |
|                             | TRT-13 | Implement School Bus Program  |  |                                  | 38-63%    | School VMT        |
|                             | TRT-14 | Price Workplace Parking   |  |                                  | 0.1-19.7% | Commute VMT       |
|                             | TRT-15 | Implement Employee Parking "Cash-Out"   |  |                                  | 0.6-7.7%  | Commute VMT       |
| Transit System Improvements | TST-1  | Provide a Bus Rapid Transit System  |  |                                  | 0.02-3.2% | VMT               |
|                             | TST-2  | Implement Transit Access Improvements   |  | TST-3, TST-4                     | NA        |                   |
|                             | TST-3  | Expand Transit Network  |  |                                  | 0.1-8.2%  | VMT               |
|                             | TST-4  | Increase Transit Service Frequency/Speed  |  |                                  | 0.02-2.5% | VMT               |
|                             | TST-5  | Provide Bike Parking Near Transit   |  | TST-3, TST-4                     | NA        |                   |
|                             | TST-6  | Provide Local Shuttles  |  | TST-3, TST-4                     | NA        |                   |
| Road Pricing / Management   | RPT-1  | Implement Area or Cordon Pricing  |  |                                  | 7.9-22.0% | VMT               |
|                             | RPT-2  | Improve Traffic Flow  |  |                                  | 0-45%     | VMT               |
|                             | RPT-3  | Require Project Contributions to Transportation Infrastructure Improvement Projects |  | RPT-2, TST-1 to 6                | NA        |                   |
|                             | RPT-4  | Install Park-and-Ride Lots  |  | RPT-1, TRT-11, TRT-3, TST-1 to 6 | NA        |                   |
| Vehicles                    | VT-1   | Electrify Loading Docks and/or Require Idling-Reduction Systems                     |  |                                  | 26-71%    | Truck Idling Time |
|                             | VT-2   | Utilize Alternative Fueled Vehicles   |  |                                  | Varies    |                   |
|                             | VT-3   | Utilize Electric or Hybrid Vehicles   |  |                                  | 0.4-20.3% | Fuel Use          |

2.3-O1-9  
Continued

| Water        |                |  |     |                |  |                              |
|--------------|----------------|--|-----|----------------|--|------------------------------|
| Category     | Measure Number | Strategy   | BMP | Grouped With # | Range of Effectiveness   |                              |
|              |                |  |     |                | Percent Reduction in GHG Emissions   | Basis                        |
| Water Supply | WSW-1          | Use Reclaimed Water                                    |     |                | up to 40% for Northern California<br>up to 81% for Southern California       | Outdoor Water Use            |
|              | WSW-2          | Use Gray Water   |     |                | 0-100%   | Outdoor Water Use            |
|              | WSW-3          | Use Locally-Sourced Water Supply                       |     |                | 0-60% for Northern and Central California;<br>11-75% for Southern California | Indoor and Outdoor Water Use |
| Water Use    | WUW-1          | Install Low-Flow Water Fixtures.                       |     |                | Residential: 20%<br>Non-Residential: 17-31%                                  | Indoor Water Use             |
|              | WUW-2          | Adopt a Water Conservation Strategy.                   |     |                | varies   |                              |
|              | WUW-3          | Design Water-Efficient Landscapes                      |     |                | 0-70%  | Outdoor Water Use            |
|              | WUW-4          | Use Water-Efficient Landscape Irrigation Systems       |     |                | 6.1%   | Outdoor Water Use            |
|              | WUW-5          | Reduce Turf in Landscapes and Lawns                    |     |                | varies   |                              |
|              | WUW-6          | Plant Native or Drought-Resistant Trees and Vegetation |     |                | BMP  |                              |

2.3-O1-9  
Continued

| Area Landscaping |                |   |     |                |   |          |
|------------------|----------------|---|-----|----------------|---|----------|
| Category         | Measure Number | Strategy                                  | BMP | Grouped With # | Range of Effectiveness  |          |
|                  |                |   |     |                | Percent Reduction in GHG Emissions  | Basis    |
| Area Landscaping | A-1            | Prohibit Gas Powered Landscape Equipment. |     |                | LADWP: 2.5-46.5%<br>PG&E: 64.1-80.3%<br>SCE: 49.5-72.0%<br>SDGE: 38.5-66.3%<br>SMUD: 56.3-76.0% | Fuel Use |
|                  | A-2            | Implement Lawnmower Exchange Program      |     |                | BMP   |          |
|                  | A-3            | Electric Yard Equipment Compatibility     |     | A-1 or A-2     | BMP   |          |

| Solid Waste |                |   |     |                |                                    |       |
|-------------|----------------|---|-----|----------------|------------------------------------|-------|
| Category    | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness             |       |
|             |                |   |     |                | Percent Reduction in GHG Emissions | Basis |
| Solid Waste | SW-1           | Institute or Extend Recycling and Composting Services |     |                | BMP                                |       |
|             | SW-2           | Recycle Demolished Construction Material              |     |                | BMP                                |       |

| Vegetation |                |                                  |     |                |                                    |       |
|------------|----------------|----------------------------------|-----|----------------|------------------------------------|-------|
| Category   | Measure Number | Strategy                         | BMP | Grouped With # | Range of Effectiveness             |       |
|            |                |                                  |     |                | Percent Reduction in GHG Emissions | Basis |
| Vegetation | V-1            | Urban Tree Planting              |     | GP-4           | varies                             |       |
|            | V-2            | Create new vegetated open space. |     |                | varies                             |       |

| Construction |                |  |     |                |                                    |          |
|--------------|----------------|--|-----|----------------|------------------------------------|----------|
| Category     | Measure Number | Strategy   | BMP | Grouped With # | Range of Effectiveness             |          |
|              |                |  |     |                | Percent Reduction in GHG Emissions | Basis    |
| Construction | C-1            | Use Alternative Fuels for Construction Equipment                   |     |                | 0-22%                              | Fuel Use |
|              | C-2            | Use Electric and Hybrid Construction Equipment                     |     |                | 2.5-80%                            | Fuel Use |
|              | C-3            | Limit Construction Equipment Idling beyond Regulation Requirements |     |                | varies                             |          |
|              | C-4            | Institute a Heavy-Duty Off-Road Vehicle Plan                       |     | Any C          | BMP                                |          |
|              | C-5            | Implement a Vehicle Inventory Tracking System                      |     | Any C          | BMP                                |          |

2.3-O1-9  
Continued

| Miscellaneous |                |  |     |                |                                    |       |
|---------------|----------------|--|-----|----------------|------------------------------------|-------|
| Category      | Measure Number | Strategy   | BMP | Grouped With # | Range of Effectiveness             |       |
|               |                |  |     |                | Percent Reduction in GHG Emissions | Basis |
| Miscellaneous | Misc-1         | Establish a Carbon Sequestration Project                               |     |                | varies                             |       |
|               | Misc-2         | Establish Off-Site Mitigation  |     |                | varies                             |       |
|               | Misc-3         | Use Local and Sustainable Building Materials                           | x   |                | BMP                                |       |
|               | Misc-4         | Require Best Management Practices in Agriculture and Animal Operations | x   |                | BMP                                |       |
|               | Misc-5         | Require Environmentally Responsible Purchasing                         | x   |                | BMP                                |       |
|               | Misc-6         | Implement an Innovative Strategy for GHG Mitigation                    | x   |                | BMP                                |       |

| General Plan Strategies |                |   |     |                |                                    |       |
|-------------------------|----------------|---|-----|----------------|------------------------------------|-------|
| Category                | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness             |       |
|                         |                |   |     |                | Percent Reduction in GHG Emissions | Basis |
| General Plans           | GP-1           | Fund Incentives for Energy Efficiency                   | x   |                | BMP                                |       |
|                         | GP-2           | Establish a Local Farmer's Market                       | x   |                | BMP                                |       |
|                         | GP-3           | Establish Community Gardens                             | x   |                | BMP                                |       |
|                         | GP-4           | Plant Urban Shade Trees                                 | x   | V-1            | BMP                                |       |
|                         | GP-5           | Implement Strategies to Reduce Urban Heat-Island Effect | x   |                | BMP                                |       |

2.3-O1-9  
Continued

(See *Quantifying Greenhouse Gas Mitigation Measures*, Tables 6-1 to 6-9, California Air Pollution Control Officers Association (CAPCOA), August 2010.<sup>12</sup>)

It is entirely feasible for the EIR to incorporate the vast majority of the foregoing measures within the TCSP area as mandatory forms of mitigation against the Project's

<sup>12</sup> Available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>



potentially significant greenhouse gas impacts (as well as energy use and air quality impacts). The EIR cannot permissibly deflect its obligations to mitigate such impacts merely by claiming compliance and consistency with the CARB 2022 Scoping Plan, SCAG’s 2020-2045 RTP/SCS, and the City’s General Plan. More is required, and as currently constituted, the EIR’s improper analysis and lack of appropriate mitigation on GHG impacts violates CEQA.

2.3-O1-9  
 Continued

### ***3. The DEIR’s Air Quality Mitigation Fails to Consider and Deploy All Feasible Mitigation Measures***

A fundamental purpose of an EIR is to identify ways in which a proposed project’s significant environmental impacts can be mitigated or avoided. Pub. Res. Code §§ 21002.1(a), 21061. To implement this statutory purpose, an EIR must describe any feasible mitigation measures that can minimize the project’s significant environmental effects. PRC §§ 21002.1(a), 21100(b)(3); CEQA Guidelines §§ 15121(a), 15126.4(a).

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” PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(A); and find that ‘specific overriding economic, legal, social, technology or other benefits of the project outweigh the significant effects on the environment.” PRC §§ 21002; 21002.1, 21081; CEQA Guidelines §§ 15091, 15092(b)(2)(B). “A gloomy forecast of environmental degradation is of little or no value without pragmatic, concrete means to minimize the impacts and restore ecological equilibrium.” *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039.

2.3-O1-10

According to CEQA Guidelines, “[w]hen an EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment.” CEQA Guidelines Section 15096(g)(2). The DEIR concludes that the Project will have significant Air Quality impacts, since the “Proposed Project would generate long-term emissions that may exceed SCAQMD’s regional significance thresholds and cumulatively contribute to the non-attainment designations of the SCAB.” DEIR, p. 4.2-25. As such, the Project proposes to follow certain regulatory requirements and proposes mitigation measure MM-AQ-1 to further reduce operational air quality impacts. DEIR, 4.2-24. Notwithstanding, the DEIR concludes

the Project’s air quality impacts associated are “significant and unavoidable” DEIR at p. 4.2-25.

However, an impact can only be labeled as significant-and-unavoidable after all available, feasible mitigation is considered and the EIR lacks substantial evidence to support a finding that no other feasible mitigation existed to mitigate Project’s significant impacts. Here, the mitigation measure, MM-AQ-1, includes optional language (“consideration of”) when discussing the incorporation of “energy-efficient design features beyond those required by the [Cal Green Building Code]” in the construction of the project, and use of “electric landscape maintenance equipment.” DEIR at p. 4.2-24.

Given the current anticipated air quality impacts of the Project are considered substantial and unavoidable, such air quality-preserving mitigation measures should not be framed as optional or deferred for a later decision. Rather, the mitigation measure should confirm that energy-efficient building design features and electric landscape maintenance equipment will be deployed in connection with the Project. At a minimum, the DEIR should be revised and recirculated to incorporate these items as mandatory components of mitigation measure MM-AQ-1.

The FEIR ignores and dismisses these valid concerns by attempting to parse the current Project from the future, specific, smaller scale development projects that will proceed under the proposed TCSP, claiming that, per the language of the TCSP, those future projects will be “required to comply with ... MM-AQ-1.” However, a project being required to comply with a mitigation measure that is *optional*, by its very wording, does little to ensure that the air quality impacts of future development in the Specific Plan area will be adequately mitigated the greatest extent feasible.

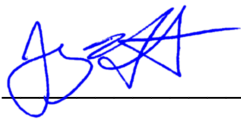
Accordingly, the EIR should be revised to make mandatory all of the aspects of MM-AQ-1 that are currently elective. Given that the City falls in a region that remains in non-attainment for multiple state and national air quality standards, WSRCC agrees with the FEIR that the air quality impacts of the Project will be significant and unavoidable regardless of the mitigation measures ultimately undertaken. However, the Project and its EIR still have an obligation to reduce those additional air quality impacts to the greatest extent feasible via appropriately crafted mitigation measures.

City of Santa Clarita – Valencia Town Center  
May 21, 2024  
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## V. CONCLUSION

The foregoing comments provide significant new information not considered or properly analyzed in the EIR, which in turn, necessitates the EIR's revision and recirculation. Western Carpenters submits that the City is required by CEQA to, at a minimum, revise and recirculate the DEIR for the Project to address these matters. Absent doing so, any approval of this Project would violate CEQA and subvert the public environmental review process. If the City has any questions or concerns regarding the foregoing, please do not hesitate to contact this office.

Sincerely,



---

Jeremy H. Herwitt

Attorneys for Western States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

2.3-O1-11

**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.

2.3-O1-12

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):

$$VMT_d = \sum (Average\ Daily\ Trip\ Rate_i * Average\ Overall\ Trip\ Length_i)_n$$

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):

$$Emissions_{pollutant} = VMT * EF_{running,pollutant}$$

Where:

Emissions<sub>pollutant</sub> = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

EF<sub>running,pollutant</sub> = 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

<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>

| <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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Continued

<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).

2.3-O1-12  
Continued

| Local Hire Provision Net Change                                  |            |
|--|------------|
| <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.

2.3-O1-12  
Continued

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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*The remaining pages are the attachments to Letter 2.3-O1, which are identical to the attachments of the WSRCC's prior letter, and are included herein as pages 2-335 through 2-587 of Letter O2, above.*

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. 2.3-01**

Jeremy H Herwitt, Attorney  
Mitchell M. Tsai Law Firm  
On Behalf of Western States Regional Council of Carpenters  
139 South Hudson Avenue, Suite 200  
Pasadena, CA 91101

### **Response to Comment No. 2.3-01-1**

This comment is equivalent to Comment No. O2-1 previously provided by the Western States Regional Council of Carpenters (WSRCC). The comment provides an introduction to the WSRCC and its comments on the Project's EIR. The comment also provides a summary of the existing conditions of the TCSP Area and describes the Project as a long-range land use plan. The comment does not address the adequacy of the EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. 2.3-01-2**

This comment is equivalent to Comment No. O2-2 previously provided by the WSRCC. The comment states that WSRCC reserves the right to supplement the comments during the review of the Final EIR for the Project and prior to and at the public hearings. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. 2.3-01-3**

This comment is equivalent to Comment No. O2-3 previously provided by the WSRCC. The WSRCC requests to receive any and all notices referring or related to the Project issued under CEQA. The City will continue to send the WSRCC notices related to the Project. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. 2.3-01-4**

This comment is equivalent to Comment No. O2-4 previously provided by the WSRCC. The comment provides research and opinions regarding the potential for the use of a local construction workforce to reduce greenhouse gas and air pollutant emissions as a result of reduced vehicle miles traveled by construction workers. Such research and opinions are noted. As concluded in the Draft EIR, the Project would not result in significant impacts related to GHG emissions or air quality during construction. The comment also discusses the use of a local workforce and the City's imposition of training requirements during Project construction to prevent the spread of COVID-19 and other infectious diseases. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. 2.3-01-5**

This comment is equivalent to Comment No. O2-5 previously provided by the WSRCC. The comment provides the commenter's understanding of the legal background of elements of CEQA and describes when an EIR should be prepared for a project. This comment does not raise any issues related to the content or adequacy of the Project's Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Response to Comment No. 2.3-O1-6**

This comment is equivalent to Comment No. O2-6 previously provided by the WSRCC. The comment provides the commenter's understanding of the legal background of elements of CEQA and describes when new information may cause an EIR's impacts to be reevaluated. The commenter also discusses the role of lead agencies in determining thresholds of significance and mitigation measures. This comment does not raise any issues related to the content or adequacy of the Project's Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.

### **Response to Comment No. 2.3-O1-7**

This comment repeats and adds to Comment No. O2-7 previously provided by the WSRCC regarding the EIR's analysis of the Project's energy impacts. This comment does not raise any new issues related to the content or adequacy of the Project's EIR. Refer to Response to Comment No. O2-7. The typographical error in the citation provided in Response to Comment No. O2-7 is noted and has been corrected.

### **Response to Comment No. 2.3-O1-8**

This comment repeats Comment No. O2-8 previously provided by the WSRCC regarding the EIR's analysis of the Project's GHG emission impacts. This comment does not raise any new issues related to the content or adequacy of the Project's EIR. Refer to Response to Comment No. O2-8.

### **Response to Comment No. 2.3-O1-9**

This comment provides additional potential mitigation measures from the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) and states that the measures would reduce the Project's GHG emission impacts but does not demonstrate how such measures would reduce the Project's emissions. As determined in the Draft EIR, the Project's GHG emission impacts are less than significant and no mitigation measures are required. However, responses to the CAPCOA measures are provided below in relation to the Project's significant air quality impacts.

The comment claims that the EIR's improper analysis and lack of appropriate mitigation on GHG impacts violates CEQA and that the EIR cannot permissibly deflect its obligations to mitigate such impacts merely by claiming compliance and consistency with the CARB 2022 Scoping Plan, SCAG's 2020-2045 RTP/SCS, and the City's General Plan. Refer to Response to Comment No. O2-8. As detailed therein, the Draft EIR adequately concluded that the overall Project is consistent and does not conflict with applicable plans, policies, regulations, and GHG emissions reduction actions/strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the Santa Clarita General Plan.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

| Energy                 |                |   |     |                |   | RESPONSE TO COMMENT |  |  |
|------------------------|----------------|---|-----|----------------|---|---------------------|--|--|
| Category               | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness  |                     |  |  |
|                        |                |   |     |                | Percent Reduction in GHG Emissions  |                     | Basis  |  |
| <b>Building Energy</b> | BE-1           | Buildings exceed Title 24 Building Envelope Energy Efficiency Standards by X% (X is equal to the percentage improvement selected for the project) |     |                | For a 10% improvement over 2008 Title 24: Non-Residential electricity use: 0.2-5.5%; natural gas use: 0.7-10%<br>Residential electricity use; 0.3-2.6%: natural gas use: 7.5-9.1% |                     | <p>The Project's analysis of air pollutant emissions related to building energy usage is limited to natural gas usage and electricity usage does not contribute to the Project's significant impact related to regional air pollutant emissions. As provided in the emission calculation details for CalEEMod, "When electricity is used in buildings, the electricity generation typically takes place offsite at power plants, the majority of which burn fossil fuels. Because power plants are existing stationary sources permitted by air districts and/or the USEPA, criteria pollutant emissions are generally associated with the power plants themselves, and not individual buildings or electricity users."<sup>4</sup> As such, the CAPCOA measure would not reduce the Project's significant impacts related to operational emissions.</p> <p>Nonetheless, it should be noted that the Project's MM-AQ-1 requires consideration of energy-efficient design features beyond those required by Title 24 of the California Code of Regulations and the CALGreen Code, as adopted by the Santa Clarita Municipal Code.</p> |  |
|                        | BE-2           | Install Programmable Thermostat Timers  | X   |                | BMP   |                     |  | As described above, the Project's analysis of emissions related to building energy usage is based on natural gas usage and not electricity. Therefore, the CAPCOA measure would not reduce any of the Project's significant impacts related to operational emissions from electricity usage. |
|                        | BE-3           | Obtain Third-party HVAC Commissioning and Verification of Energy Savings  | X   | BE-1           | BMP   |                     |  | According to CAPCOA, this measure is not effective on its own and instead "enhances effectiveness of BE-1." Refer to the discussion for BE-1, above. As this measure would not reduce the air  |

<sup>4</sup> California Air Pollution Control Officers Association, CalEEMod Version 2022.1, Appendix C, Emission Calculation Details for CalEEMod, Section 5.3.1.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

|                               |      |   |  |  |  |                           |   |
|-------------------------------|------|---|--|--|--|---------------------------|---|
|                               |      |   |  |  |  |                           | pollutant emissions attributable to the Project it would not reduce any of the Project's significant impacts.   |
|                               | BE-4 | Install Energy Efficient Appliances                       |  |  | Residential building: 2-4%<br>Grocery Stores: 17-22% | Appliance Electricity Use | The Project would be required to comply with the most current and applicable version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Regardless, as this measure would not reduce the air pollutant emissions attributable to the Project, it would not reduce any of the Project's significant impacts. |
|                               | BE-5 | Install Energy Efficient Boilers                          |  |  | 1.2-18.4%  | Fuel Use                  | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.   |
| Alternative Energy Generation | AE-1 | Establish Onsite Renewable Energy Systems-Generic         |  |  | 0-100%   |                           | The Project would be required to comply with the applicable requirements of the CALGreen Code and California Energy Code, the City's Green Building Standards Code, and the City's Energy Conservation Code, which include energy efficiency and generation of renewable energy on-site with rooftop solar systems.   |
|                               | AE-2 | Establish Onsite Renewable Energy Systems-Solar Power     |  |  | 0-100%   |                           | The Project would be required to comply with the applicable requirements of the CALGreen Code and California Energy Code, the City's Green Building Standards Code, and the City's Energy Conservation Code, which include energy efficiency and generation of renewable energy on-site with rooftop solar systems.   |
|                               | AE-3 | Establish Onsite Renewable Energy Systems-Wind Power      |  |  | 0-100%   |                           | This is not applicable to the Specific Plan Area.   |
|                               | AE-4 | Utilize a Combined Heat and Power System                  |  |  | 0-46%  |                           | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.   |
|                               | AE-5 | Establish Methane Recovery in Landfills                   |  |  | 73-77%   |                           | This is beyond the scope of the Town Center Specific Plan.  |
|                               | AE-6 | Establish Methane Recovery in Wastewater Treatment Plants |  |  | 95-97%   |                           | This is beyond the scope of the Town Center Specific Plan.  |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|                 |      |   |   |  |        |                                  |   |
|-----------------|------|---|---|--|--------|----------------------------------|---|
| <b>Lighting</b> | LE-1 | Install Higher Efficacy Public Street and Area Lighting |   |  | 16-40% | Outdoor Lighting Electricity Use | The Project would comply with the Outdoor Lighting Code of the Santa Clarita Municipal Code and lighting standards in the Specific Plan for pedestrian scale lighting, streetlights, and landscaping. The City already has a program in place to replace the street light bulbs with higher efficacy bulbs. |
|                 | LE-2 | Limit Outdoor Lighting Requirements                     | X |  | BMP    |                                  | The Project would comply with the Outdoor Lighting Code of the Santa Clarita Municipal Code.  |
|                 | LE-3 | Replace Traffic Lights with LED Traffic Lights          |   |  | 90%    | Traffic Light Electricity Use    | This is beyond the scope of the Town Center Specific Plan. Regardless, the City already has a program in place to replace the bulbs in traffic signals with higher efficacy bulbs.  |

| Transportation           |                |   |     |                |                                    |       | RESPONSE TO COMMENT   |
|--------------------------|----------------|---|-----|----------------|------------------------------------|-------|---|
| Category                 | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness             |       |   |
|                          |                |   |     |                | Percent Reduction in GHG Emissions | Basis |   |
| <b>Land Use/Location</b> | LUT-1          | Increase Density  |     |                | 1.5-30.0%                          | VMT   | The Specific Plan envisions residential uses on a site that currently includes only non-residential uses. The mixed uses in the Specific Plan Area would result in a variety of services and amenities and convenient and accessible neighborhoods. Residents can live, work, and frequent destinations in the vicinity, reducing commute times. The density allowed in the Specific Plan area is the highest density in the City of Santa Clarita. Thus, the Project implements this strategy. |
|                          | LUT-2          | Increase Location Efficiency                                      |     |                | 10-65%                             | VMT   | The Project is located in an urbanized area, adjacent to the McBean Regional Transit Center, and in a Transit Priority Area. The Project implements this strategy.  |
|                          | LUT-3          | Increase Diversity of Urban and Suburban Developments (Mixed Use) |     |                | 9-30%                              | VMT   | The Specific Plan envisions a mix of uses, including residential uses, on a site that currently includes only non-residential uses. The mixed uses in the Specific Plan Area would result in a variety of services and amenities and convenient and accessible neighborhoods. The mixed-use development would encourage walking   |
|                          | LUT-4          | Increase Destination Accessibility                                |     |                | 6.7-20%                            | VMT   |   |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|       |  |  |  |            |     |  |   |
|-------|--|--|--|------------|-----|--|---|
|       |  |  |  |            |     |  | and other non-auto modes of transport from residential to office/commercial locations. The project would minimize the need for external trips by including various services/facilities. The Project implements these strategies.  |
| LUT-5 | Increase Transit Accessibility                     |  |  | 0.5-24.6%  | VMT |  | The Project would increase transit accessibility as the site is located within one-half mile of the McBean Regional Transit Center, and various bus stops are located along the planning area perimeter. The proposed Specific Plan also enhances access to these transit opportunities. Thus, the Project implements this strategy.  |
| LUT-6 | Integrate Affordable and Below Market Rate Housing |  |  | 0.04-1.20% | VMT |  | The proposed Specific Plan encourages twenty percent of the housing units to qualify as affordable housing units.   |
| LUT-7 | Orient Project Toward Non-Auto Corridor            |  |  |            | NA  |  | According to CAPCOA, "The benefits of Orientation toward Non-Auto Corridor have not been sufficiently quantified in the existing literature. This measure is most effective when applied in combination of multiple design elements that encourage this use. There is not sufficient evidence that this measure results in non-negligible trip reduction unless combined with measures described elsewhere in this report, including neighborhood design, density and diversity of development, transit accessibility and pedestrian and bicycle network improvements." |
| LUT-8 | Locate Project near Bike Path/Bike Lane            |  |  |            | NA  |  | The Project would develop bicycle networks within the Specific Plan Area. Developments within individual blocks must provide bicycle access via Class II bicycle lanes on major collectors and/or Type A internal roads to other adjacent development blocks. Thus, the Project implements this strategy.   |
| LUT-9 | Improve Design of Development                      |  |  | 3.0-21.3%  | VMT |  | The Specific Plan would include design elements to enhance walkability via improved street accessibility, sidewalks, setbacks, pedestrian bridges and paseos. Thus, the Project implements this strategy.   |



**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|                                 |       |   |  |       |            |     |   |
|---------------------------------|-------|---|--|-------|------------|-----|---|
|                                 |       |   |  |       |            |     |   |
| <b>Neighborhood/Site Design</b> | SDT-1 | Provide Pedestrian Network Improvements                 |  |       | 0-2%       | VMT | The Project would include pedestrian-friendly streetscapes, infrastructure (sidewalks, plazas, walkways), and street furniture. Thus, the Project implements this strategy.   |
|                                 | SDT-2 | Traffic Calming Measures                                |  |       | 0.25-1.00% | VMT | CAPCOA states that traffic calming measures may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. As provided in the Specific Plan, the Project would include various traffic calming measures. Thus, the Project implements this strategy. |
|                                 | SDT-3 | Implement a Neighborhood Electric Vehicle (NEV) Network |  |       | 0.5-12.7%  | VMT | This is beyond the scope of the Town Center Specific Plan.  |
|                                 | SDT-4 | Urban Non-Motorized Zones                               |  | SDT-1 | NA         |     | CAPCOA states that “benefits of Urban Non-Motorized Zones alone have not been shown to be significant.” Refer to Pedestrian Network Improvements (SDT-1) strategy for ranges of effectiveness in this category.   |
|                                 | SDT-5 | Incorporate Bike Lane Street Design (on-site)           |  | LUT-9 | NA         |     | The Project would develop bicycle networks within the Specific Plan Area. Developments within individual blocks must provide bicycle access via Class II bicycle lanes on major collectors and/or Type A internal roads to other adjacent development blocks. Thus, the Project implements this strategy.   |
|                                 | SDT-6 | Provide Bike Parking in Non-Residential Projects        |  | LUT-9 | NA         |     | Bicycle parking is subject to the requirements of the California Green Building Code. However, exceeding identified requirements is encouraged to provide greater bicycle access throughout the Specific Plan Area. Bicycle parking would be provided with each development project implementing the Specific Plan. Thus, the Project implements this strategy.   |
|                                 | SDT-7 | Provide Bike Parking in Multi-Unit Residential Projects |  | LUT-9 | NA         |     | Bicycle parking is subject to the requirements of the California Green Building Code. However, exceeding  |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|                               |       |   |  |               |          |   |
|-------------------------------|-------|---|--|---------------|----------|---|
|                               |       |   |  |               |          | identified requirements is encouraged to provide greater bicycle access throughout the Specific Plan Area. Bicycle parking would be provided with each development project implementing the Specific Plan. Thus, the Project implements this strategy.  |
|                               | SDT-8 | Provide EV Parking                                |  | SDT-3         | NA       | All projects must comply with Tier 2 standards (i.e., the most stringent voluntary standards) within the California Green Building Code for electric vehicle charging stations. Thus, the Project implements this strategy.   |
|                               | SDT-9 | Dedicate Land for Bike Trails                     |  | LUT-9         | NA       | CAPCOA states that “benefits of Land Dedication for Bike Trails have not been quantified and should be grouped with the Improve Design of Development strategy [LUT-9] to strengthen street network characteristics and improve connectivity to off-site bicycle networks.” Refer to LUT-9.   |
| <b>Parking Policy/Pricing</b> | PDT-1 | Limit Parking Supply                              |  |               | 5-12.5%  | The Project encourages shared parking agreements are encouraged between various compatible uses. Shared parking agreements are subject to UDC Chapter 17.51.060.N (Modification of Off-Street Parking Requirements). Further, the proposed Specific Plan reduces the minimum parking requirements for the Specific Plan Area. Thus, the Project implements this strategy. |
|                               | PDT-2 | Unbundle Parking Costs from Property Cost         |  |               | 2.6-13%  | Residential and mixed-use projects implementing the proposed Specific Plan would be required to unbundle parking costs from costs of rent. Thus, the Project implements this strategy.  |
|                               | PDT-3 | Implement Market Price Public Parking (On-Street) |  |               | 2.8-5.5% | This is not applicable to the Project as the City of Santa Clarita does not have metered on-street parking.   |
|                               | PDT-4 | Require Residential Area Parking Permits          |  | PDT-1, 2, & 3 | NA       | With the implementation of PPT-1 and -2, further residential parking restrictions would not have a meaningful effect on residential travel and parking patterns. CAPCOA does not provide a percent reduction for this strategy.   |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|                                |       |   |  |               |            |             |  |
|--------------------------------|-------|---|--|---------------|------------|-------------|--|
|                                |       |   |  |               |            |             |  |
| <b>Trip Reduction Programs</b> | TRT-1 | Implement Voluntary Commute Trip Reduction (CTR) Programs             |  |               | 1.0-6.2%   | Commute VMT | The Project's MM-AQ-1 requires Transportation Demand Management (TDM) Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. Thus, the Project implements this strategy.                               |
|                                | TRT-2 | Implement Mandatory CTR Programs – Required Implementation/Monitoring |  |               | 4.2-21.0%  | Commute VMT | The Project's MM-AQ-1 requires Transportation Demand Management (TDM) Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. Thus, the Project implements this strategy.                               |
|                                | TRT-3 | Provide Ride-Sharing Programs   |  |               | 1-15%      | Commute VMT | The Project's MM-AQ-1 requires TDM Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. TDM strategies include ride-sharing programs. Thus, the Project implements this strategy.                    |
|                                | TRT-4 | Implement Subsidized or Discounted Transit Program                    |  |               | 0.3-20.0%  | Commute VMT | The Project's MM-AQ-1 requires TDM Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. TDM strategies include subsidies or discounted transit programs. Thus, the Project implements this strategy. |
|                                | TRT-5 | Provide End of Trip Facilities  |  | TRT-1, 2, & 3 | NA         |             | End-of-trip facilities are considered by CAPCOA to include secure bicycle lockers, changing spaces, and showers. The Project would include bicycle parking and lockers. CAPCOA does not provide a percent reduction for this strategy.   |
|                                | TRT-6 | Telecommuting and Alternative Work Schedules                          |  |               | 0.07-5.50% | Commute VMT | The Project's MM-AQ-1 requires TDM Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. TDM strategies include telecommuting and   |
|                                |       |   |  |               |            |             |  |

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

|        |   |  |               |           |             |  |
|--------|---|--|---------------|-----------|-------------|--|
|        |   |  |               |           |             | alternative work schedules. Thus, the Project implements this strategy.  |
| TRT-7  | Implement CTR Marketing                       |  |               | 0.8-4.0%  | Commute VMT | The Project's MM-AQ-1 requires TDM Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. TDM strategies include program marketing. Thus, the Project implements this strategy.    |
| TRT-8  | Implement Preferential Parking Permit Program |  | TRT-1, 2, & 3 | NA        |             | CAPCOA states that "the impact of preferential parking permit programs has not been quantified by the literature and is likely to have negligible impacts when implemented alone." Refer to TRT-1, 2, & 3.   |
| TRT-9  | Implement Car-Sharing Program                 |  |               | 0.4-0.7%  | VMT         | The Project's MM-AQ-1 requires TDM Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. TDM strategies include car-sharing programs. Thus, the Project implements this strategy. |
| TRT-10 | Implement School Pool Program                 |  |               | 7.2-15.8% | School VMT  | This is beyond the scope of the Town Center Specific Plan.   |
| TRT-11 | Provide Employer-Sponsored Vanpool/Shuttle    |  |               | 0.3-13.4% | Commute VMT | The Project's MM-AQ-1 requires TDM Program Plans for multi-family residential developments with 100 or more units, and any mixed use or commercial project that generates 50 full-time employees or more. TDM strategies include vanpool programs. Thus, the Project implements this strategy.     |
| TRT-12 | Implement Bike-Sharing Program                |  | SDT-5, LUT-9  | NA        |             | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.  |
| TRT-13 | Implement School Bus Program                  |  |               | 38-63%    | School VMT  | This is beyond the scope of the Town Center Specific Plan.   |
| TRT-14 | Price Workplace Parking                       |  |               | 0.1-19.7% | Commute VMT | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.  |
| TRT-15 | Implement Employee Parking "Cash-Out"         |  |               | 0.6-7.7%  | Commute VMT | With the implementation of MM AQ-1, this will be considered at the site-specific   |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|                                    |       |   |  |                   |           |     |   |
|------------------------------------|-------|---|--|-------------------|-----------|-----|---|
|                                    |       |   |  |                   |           |     | level for each project implementing the Town Center Specific Plan.  |
| <b>Transit System Improvements</b> | TST-1 | Provide a Bus Rapid Transit System  |  |                   | 0.02-3.2% | VMT | This is beyond the scope of the Town Center Specific Plan.  |
|                                    | TST-2 | Implement Transit Access Improvements   |  | TST-3, TST-4      | NA        |     | CAPCOA states that “the benefits of Transit Access Improvements alone have not been quantified and should be grouped with Transit Network Expansion (TST-3) and Transit Service Frequency and Speed (TST-4).” Nonetheless, the Project would improve access to transit facilities by improving sidewalk/cross walk safety and the pedestrian network in proximity to various bus routes and the McBean Regional Transit Center. Thus, the Project implements this strategy. |
|                                    | TST-3 | Expand Transit Network  |  |                   | 0.1-8.2%  | VMT | This is beyond the scope of the Town Center Specific Plan.  |
|                                    | TST-4 | Increase Transit Service Frequency/Speed  |  |                   | 0.02-2.5% | VMT | This is beyond the scope of the Town Center Specific Plan.  |
|                                    | TST-5 | Provide Bike Parking Near Transit   |  | TST-3, TST-4      | NA        |     | The Project would provide bike parking within the Specific Plan Area, which is located within one-half mile of the McBean Regional Transit Center and within the vicinity of various bus stops. Thus, the Project implements this strategy.   |
|                                    | TST-6 | Provide Local Shuttles  |  | TST-3, TST-4      | NA        |     | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.   |
| <b>Road Pricing/ Management</b>    | RPT-1 | Implement Area or Cordon Pricing  |  |                   | 7.9-22.0% | VMT | This is beyond the scope of the Town Center Specific Plan.  |
|                                    | RPT-2 | Improve Traffic Flow  |  |                   | 0-45%     | VMT | The Implementation Chapter of the proposed Specific Plan requires traffic congestion analysis on a project-by-project basis along with corresponding traffic flow improvements. Thus, the Project implements this strategy.   |
|                                    | RPT-3 | Require Project Contributions to Transportation Infrastructure Improvement Projects |  | RPT-2, TST-1 to 6 | NA        |     | The Implementation Chapter of the proposed Specific Plan requires traffic congestion analysis on a project-by-project basis along with corresponding traffic flow improvements, which could include contribution to transportation infrastructure improvement projects. Thus, the Project implements this strategy.   |

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

|                 |       |   |  |  |           |                   |  |
|-----------------|-------|---|--|--|-----------|-------------------|--|
|                 | RPT-4 | Install Park-and-Ride Lots                                      |  | RPT-1,<br>TRT-11,<br>TRT-3,<br>TST-1 10<br>6 | NA        |                   | While this is beyond the scope of the Town Center Specific Plan, it should be noted that there is an existing park and ride lot at the adjacent McBean Regional Transit Center.  |
| <b>Vehicles</b> | VT-1  | Electrify Loading Docks and/or Require Idling-Reduction Systems |  |  | 26-71%    | Truck Idling Time | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.                              |
|                 | VT-2  | Utilize Alternative Fueled Vehicles                             |  |  | Varies    |                   | With the implementation of MM AQ-1, this will be considered at the site-specific level for any project implementing the Town Center Specific Plan that includes a vehicle fleet. |
|                 | VT-3  | Utilize Electric or Hybrid Vehicles                             |  |  | 0.4-20.3% | Fuel Use          | With the implementation of MM AQ-1, this will be considered at the site-specific level for any project implementing the Town Center Specific Plan that includes a vehicle fleet. |

| Water               |                |                                  |     |                |   |                              | RESPONSE TO COMMENT   |
|---------------------|----------------|----------------------------------|-----|----------------|---|------------------------------|---|
| Category            | Measure Number | Strategy                         | BMP | Grouped With # | Range of Effectiveness  |                              |   |
|                     |                |                                  |     |                | Percent Reduction in GHG Emissions  | Basis                        |   |
| <b>Water Supply</b> | WSW-1          | Use Reclaimed Water              |     |                | Up to 40% for Northern California; up to 81% for Southern California      | Outdoor Water Use            | The Project's water usage does not contribute to the regional air pollutant emissions attributed to the Project (see response to Measure BE-1). As such, these CAPCOA strategies would not reduce any of the Project's significant impacts.   |
|                     | WSW-2          | Use Gray Water                   |     |                | 0-100%  | Outdoor Water Use            |   |
|                     | WSW-3          | Use Locally-Sourced Water Supply |     |                | 0-60% for Northern and Central California; 11-75% for Southern California | Indoor and Outdoor Water Use |   |
| <b>Water Use</b>    | WUW-1          | Install Low-Flow Water Fixtures. |     |                | Residential: 20%<br>Non-Residential:<br>17-31%                            | Indoor Water Use             | The Project's water usage does not contribute to the regional air pollutant emissions attributed to the Project. As such, this CAPCOA strategy would not reduce any of the Project's significant impacts. Nonetheless, it should be noted that the Project would comply with City of Santa Clarita Municipal Code Chapter 9.38, Water Conservation, and incorporate measures for efficient use of |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|  |       |  |  |  |       |                   |  |
|--|-------|--|--|--|-------|-------------------|--|
|  |       |  |  |  |       |                   | water in irrigation and indoor plumbing, including low-flow fixtures. The Project would also comply with the California Plumbing Code, which sets efficiency standards, such as maximum flow rates, for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets.  |
|  | WUW-2 | Adopt a Water Conservation Strategy                    |  |  |       | varies            | The Project's water usage does not result in the generation of air pollutant emissions. As such, this CAPCOA strategy would not reduce any of the Project's significant impacts.   |
|  | WUW-3 | Design Water-Efficient Landscapes                      |  |  | 0-70% | Outdoor Water Use | The Project's water usage does not contribute to the regional air pollutant emissions attributed to the Project. As such, this CAPCOA strategy would not reduce any of the Project's significant impacts. Nonetheless, it should be noted that the Project would comply with City of Santa Clarita Municipal Code Section 17.51.030, Development Standards—Landscaping and Irrigation Standards, which sets forth the landscaping and irrigation standards for all new development in the City and codifies the implementation of the State Model Water Efficient Landscape Ordinance (MWELO). |
|  | WUW-4 | Use Water-Efficient Landscape Irrigation Systems       |  |  | 6.1%  | Outdoor Water Use |  |
|  | WUW-5 | Reduce Turf in Landscapes and Lawns                    |  |  |       | varies            | The Project's water usage does not result in the generation of air pollutant emissions. As such, this CAPCOA strategy would not reduce any of the Project's significant impacts.   |
|  | WUW-6 | Plant Native or Drought-Resistant Trees and Vegetation |  |  |       | BMP               | The Project's water usage does not result in the generation of air pollutant emissions. As such, this CAPCOA strategy would not reduce any of the Project's significant impacts. Nonetheless, it should be noted that the Project would comply with Santa Clarita Municipal Code Section 17.51.030, Development Standards for Landscaping and Irrigation, which emphasizes the selection of drought-tolerant and native local plants.  |

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

| Area Landscaping |                |  |     |                |   |          | RESPONSE TO COMMENT   |
|------------------|----------------|--|-----|----------------|---|----------|---|
| Category         | Measure Number | Strategy                                 | BMP | Grouped With # | Range of Effectiveness  |          |   |
|                  |                |  |     |                | Percent Reduction in GHG Emissions  | Basis    |   |
| Area Landscaping | A-1            | Prohibit Gas Powered Landscape Equipment |     |                | LADWP: 2.5-46.5%<br>PG&E: 64.1-80.3%<br>SCE: 49.5-72.0%<br>SDGE: 38.5-66.3%<br>SMUD: 56.3-76.0% | Fuel Use | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan. |
|                  | A-2            | Implement Lawnmower Exchange Program     |     |                | BMP   |          | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan. |
|                  | A-3            | Electric Yard Equipment Compatibility    |     | A-1 or A-2     | BMP   |          | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan. |

| Solid Waste |                |   |     |                |                                    |       | RESPONSE TO COMMENT   |
|-------------|----------------|---|-----|----------------|------------------------------------|-------|---|
| Category    | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness             |       |   |
|             |                |   |     |                | Percent Reduction in GHG Emissions | Basis |   |
| Solid Waste | SW-1           | Institute or Extend Recycling and Composting Services |     |                | BMP                                |       | The Project would comply with the City of Santa Clarita's waste disposal standards. The City's commercial franchised waste hauler provides waste collection services, including organics recycling, mixed recycling, and organic waste collection to all commercial and industrial locations within the City. Thus, this strategy is achieved.  |
|             | SW-2           | Recycle Demolished Construction Material              |     |                | BMP                                |       | The Project would comply with City Construction and Demolition Ordinance 05-09, which requires that all demolition projects, all commercial projects valued over \$200,000, all new commercial projects over 1,000 square feet, all new residential construction projects, and all residential additions and improvements that increase building area, volume, or size must recycle a minimum of 65 percent of all inert materials and 65 |



## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

|  |  |  |  |  |  |   |
|--|--|--|--|--|--|---|
|  |  |  |  |  |  | percent of all other materials. Thus, the Project implements this strategy. |
|--|--|--|--|--|--|---|

| Vegetation |                |                                 |     |                |                                    | RESPONSE TO COMMENT |   |
|------------|----------------|---------------------------------|-----|----------------|------------------------------------|---------------------|---|
| Category   | Measure Number | Strategy                        | BMP | Grouped With # | Range of Effectiveness             |                     |   |
|            |                |                                 |     |                | Percent Reduction in GHG Emissions |                     | Basis   |
| Vegetation | V-1            | Urban Tree Planting             |     | GP-4           | varies                             |                     | The Project would comply with the City's landscaping requirements, and the placement of trees would be considered on a project-by-project basis. Thus, this strategy is achieved. |
|            | V-2            | Create new vegetated open space |     |                | varies                             |                     | This is not applicable to the Project and Specific Plan Area.   |

| Construction |                |  |     |                |                                    | RESPONSE TO COMMENT |   |
|--------------|----------------|--|-----|----------------|------------------------------------|---------------------|---|
| Category     | Measure Number | Strategy   | BMP | Grouped With # | Range of Effectiveness             |                     |   |
|              |                |  |     |                | Percent Reduction in GHG Emissions |                     | Basis   |
| Construction | C-1            | Use Alternative Fuels for Construction Equipment                   |     |                | 0-22%                              | Fuel Use            | The Project's construction related emission impacts are less than significant. As such, these measures would not reduce any significant impacts of the Project. |
|              | C-2            | Use Electric and Hybrid Construction Equipment                     |     |                | 2.5-80%                            | Fuel Use            |   |
|              | C-3            | Limit Construction Equipment Idling beyond Regulation Requirements |     |                | varies                             |                     |   |
|              | C-4            | Institute a Heavy-Duty Off-Road Vehicle Plan                       |     | Any C          | BMP                                |                     |   |
|              | C-5            | Implement a Vehicle Inventory Tracking System                      |     | Any C          | BMP                                |                     |   |

| Miscellaneous |                |  |     |                |                                    | RESPONSE TO COMMENT |  |
|---------------|----------------|--|-----|----------------|------------------------------------|---------------------|--|
| Category      | Measure Number | Strategy                                     | BMP | Grouped With # | Range of Effectiveness             |                     |  |
|               |                |  |     |                | Percent Reduction in GHG Emissions |                     | Basis  |
| Miscellaneous | Misc-1         | Establish a Carbon Sequestration Project     |     |                | varies                             |                     | This is beyond the scope of the Town Center Specific Plan and would not reduce any of the Project's significant impacts. |
|               | Misc -2        | Establish Off-Site Mitigation                |     |                | varies                             |                     | This is beyond the scope of the Town Center Specific Plan.   |
|               | Misc -3        | Use Local and Sustainable Building Materials | X   |                | BMP                                |                     | Life cycle/embedded emissions are beyond the scope of CEQA air quality   |

**2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

|  |         |  |   |  |     |  |
|--|---------|--|---|--|-----|--|
|  |         |  |   |  |     | impacts. This strategy would not reduce any of the Project's significant impacts.  |
|  | Misc -4 | Require Best Management Practices in Agriculture and Animal Operations | X |  | BMP | This is not applicable to the Project.   |
|  | Misc -5 | Require Environmentally Responsible Purchasing                         | X |  | BMP | Life cycle/embedded emissions are beyond the scope of CEQA air quality impacts. This strategy would not reduce any of the Project's significant impacts. |
|  | Misc -6 | Implement an Innovative Strategy for GHG Mitigation                    | X |  | BMP | This is a non-specific strategy and would not reduce any of the Project's significant impacts.   |

| General Plan Strategies |                |   |     |                |                                    | RESPONSE TO COMMENT |   |
|-------------------------|----------------|---|-----|----------------|------------------------------------|---------------------|---|
| Category                | Measure Number | Strategy  | BMP | Grouped With # | Range of Effectiveness             |                     |   |
|                         |                |   |     |                | Percent Reduction in GHG Emissions |                     | Basis   |
| <b>General Plans</b>    | GP-1           | Fund Incentives for Energy Efficiency                   | X   |                | BMP                                |                     | With the implementation of MM AQ-1, this will be considered at the site-specific level for each project implementing the Town Center Specific Plan.   |
|                         | GP-2           | Establish a Local Farmer's Market                       | X   |                | BMP                                |                     | This is not applicable to the Project. Moreover, several farmers' markets already exist in the City, including the weekly Santa Clarita Certified Farmers' Market at the nearby College of the Canyons.   |
|                         | GP-3           | Establish Community Gardens                             | X   |                | BMP                                |                     | This is not applicable to the Project and Specific Plan Area.   |
|                         | GP-4           | Plant Urban Shade Trees                                 | X   | V-1            | BMP                                |                     | The Project would comply with the City's landscaping requirements, and the placement of trees would be considered on a project-by-project basis. This strategy is achieved.   |
|                         | GP-5           | Implement Strategies to Reduce Urban Heat-Island Effect | X   |                | BMP                                |                     | CAPCOA states that this measure's "reduction in GHG emissions is not quantifiable at this time, therefore this mitigation measure should be implemented as a Best Management Practice." This measure's strategies include installing reflective roofs and using light-colored or high-albedo pavements and surface." These will be considered on a project-specific basis based on the Specific Plan standards. Another strategy involves planting urban shade trees; refer to the discussion for GP-4. |

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## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Response to Comment No. 2.3-O1-10**

This comment repeats and adds to Comment No. O2-9 previously provided by the WSRCC regarding the EIR's analysis of the Project's air quality impacts. This comment does not raise any new issues related to the content or adequacy of the Project's EIR. Refer to Response to Comment No. O2-9. In addition, please refer to the table provided in Response to Comment No. 2.3-O1-9 for an expanded discussion of the applicability of emission reduction strategies to the Project.

### **Response to Comment No. 2.3-O1-11**

This comment asserts that significant new information has been provided and the Draft EIR should be revised and recirculated. Refer to Response to Comment No. O2-10. As defined in CEQA Guidelines Section 15088.5, "significant new information" requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

Based on the responses to comments above, no significant new information has been provided for the Project to necessitate recirculation.

### **Response to Comment No. 2.3-O1-12**

The comment presents a draft technical report regarding local hire requirements and considerations for GHG modeling. The comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no additional response is warranted.



LAND USE, ENVIRONMENTAL & MUNICIPAL LAWYERS

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May 21, 2024

**VIA EMAIL:**

Planning Commission, City of Santa Clarita  
c/o Patrick Leclair, Planning Manager ([pleclair@santaclarita.gov](mailto:pleclair@santaclarita.gov))  
David Peterson, Senior Planner ([dpeterson@santaclarita.gov](mailto:dpeterson@santaclarita.gov))

**RE: Item 1: Town Center Specific Plan (Master Case 22-105)**

Dear Planning Commissioners:

On behalf of UNITE HERE Local 11 and its members (“**Local 11**”), this office respectfully provides the following comments<sup>1</sup> to the City of Santa Clarita (“**City**”) regarding the above-referenced item involving the Program Environmental Impact Report (“**PEIR**”)<sup>2</sup> for the proposed creation of the Town Center Specific Plan (“**TCSP**”) covering an approximate 111-acres specific plan area (“**SPA**”). Local 11 shares some of the same concerns raised by the Sierra Club Santa Clarita Chapter, including concerns about the need for firmer affordable housing commitments, increased traffic and vehicle miles traveled (“**VMT**”) and related air emissions, enforceable measures addressing greenhouse gas (“**GHG**”) emissions, encouraging the use of “complete streets” policies, providing adequate trees landscaping, and incorporating recycled water for irrigation purposes (among other comments).<sup>3</sup> For sake of brevity, Local 11 wishes to add the following comments.

2.3-O2-1

*Affordable Housing Requirements Should Be Made Clear:* The need to include enforceable affordable housing is more than just a policy consideration, as suggested by staff. (Final PEIR, PDF p. 608.) The PEIR does not appear to commit to setting a firm affordable housing requirement or make enforceable the affordable housing units anticipated. (See e.g., Draft PEIR, pp. 4.4-13, 4.11-16.) This is significant because the Site has been identified within the City’s Housing Element as available to satisfy the City’s lower-income Regional Housing Needs Allocation (“**RHNA**”).<sup>4</sup>

2.3-O2-2

*Hotel DA Requirement Should be Considered:* The TCSP would allow hotel uses in the SPA area. (Draft PEIR, pp. 2.0-23, 4.2-27.) Hotel uses have their own set of environmental concerns. To address these concerns and to ensure that any future hotel project does not crowd out housing opportunities within the SPA area, Local 11 urges the City to consider making hotel use contingent on entering into a hotel-specific Development Agreement (“**DA**”) pursuant to Gov. Code § 65865 et seq., as done by other cities or disallowing hotel use in this area.<sup>5</sup>

2.3-O2-3

<sup>1</sup> Herein, page citations are either the stated pagination (i.e., “**p. #**”) or PDF-page location (i.e., “**PDF p. #**”).

<sup>2</sup> Inclusive of all associated appendices (“**APP-##**”) retrieved from City-controlled website. (See <https://santaclarita.gov/planning/environmental-impact-reports-under-review/town-center-specific-plan-2/>.)

<sup>3</sup> See Staff Report, pp. 16-17; see also Final PEIR, PDF pp. 603-606.

<sup>4</sup> See Housing Element (Jun. 2023), p. 80 and Appendix D, [https://santaclarita.gov/planning/wp-content/uploads/sites/10/2023/11/Santa-Clarita-June-2023-Revised-Housing-Element\\_opt.pdf](https://santaclarita.gov/planning/wp-content/uploads/sites/10/2023/11/Santa-Clarita-June-2023-Revised-Housing-Element_opt.pdf).

<sup>5</sup> See e.g., Buena Park Entertainment Corridor Specific Plan, PDF pp. 35-39, [https://cms7files1.revize.com/buenaparkca/Document\\_center/City%20Departments/Community%20development/Planning%20Division/Codes,%20Ordinances,%20and%20Guidelines/ECSPupdated2019.pdf](https://cms7files1.revize.com/buenaparkca/Document_center/City%20Departments/Community%20development/Planning%20Division/Codes,%20Ordinances,%20and%20Guidelines/ECSPupdated2019.pdf).

*Inconsistencies with Regional Land Use Plan Should Be Addressed:* The PEIR claims the Project is consistent with the Southern California Association of Governments (“SCAG”) regional plan (i.e., Connect SoCal or RTP/SCS) in various sections of the PEIR. (See e.g., Draft PEIR, pp. 4.6-18 – 4.6-23 [GHG section], 4.8-8 – 4.8-14 [land use consistency section], 4.11-15 [VMT section].) However, the Project is adding significant growth in an area that is not identified by SCAG to be a Transit Priority Area or Priority Growth Area. (*Compare* PEIR, Fig. 2-1 with SCAG TPA Summary<sup>6</sup> and SCAG Region PGA.<sup>7</sup>) This should be addressed since it is fundamental to the PEIR’s environmental analysis.

2.3-O2-4

*More Mitigation Should Be Considered for VMTs, Solar, and Native Landscaping:* Here, the PEIR admits air quality impacts to be a significant and unavoidable impact and lists mitigation measure MM-AQ-1 related to Transportation Demand Management (“TDM”). (See Draft PEIR, p. ES-7; Final PEIR, PDF p. 622.) However, this measure fails to commit to any performance level, such as a specific reduction in vehicle trips, VMTs, or efficiency level (e.g., VMT per resident or employee). The City should consider other TDM strategies and mitigation measures that have the co-benefit of reducing VMTs, GHG emissions, and associated air quality impacts—such as those measures recommended by SCAG, the California Air Pollution Control Officers Association (“CAPCOA”), the Governor’s Office of Planning and Research (“OPR”), South Coast Air Quality Management District (“SCAQMD”), and the California Air Resources Board (“CARB”).<sup>8</sup> The City should also consider additional strategies to ensure solar panels, green roofs, and the use of native trees and plants are maximized within the SPA area, which is also urged by many of these public agencies.

2.3-O2-5

*GHG Impact May Be Significant:* Even though the TCSP buildout may result in a net increase of 37,000+ metric tons of GHG emissions annually (Draft PEIR, pp. 4.6-15 – 4.6-17), the PEIR claims this is not significant because the plan would be consistent with CARB’s 2022 Scoping Plan and SCAG’s 2020 RTP/SCS. (Id., at p. 4.6-18.) However, the PEIR does not consider apparent inconsistencies with SCAG growth assumptions (discussed above) nor address CARB’s recommendation that local agencies incorporate feasible CEQA mitigation.<sup>9</sup>

2.3-O2-6

/ / /

<sup>6</sup> <https://hub.scag.ca.gov/datasets/c6b4717526c247528d868c2fc046894d/explore?location=34.388942%2C-118.520603%2C12.64>.

<sup>7</sup> <https://hub.arcgis.com/datasets/0da9bc5fba2d4b409c8f166166bf8888/explore?location=34.420165%2C-118.520908%2C12.97>.

<sup>8</sup> See e.g., CAPCOA (Dec. 2021) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, pp. 31-32, 73, 76, 80-96, [https://www.airquality.org/ClimateChange/Documents/Final%20Handbook\\_AB434.pdf](https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf); CAPCOA (Aug. 2010) Quantifying GHGs and Mitigation, pp. 64-74, <https://www.contracosta.ca.gov/DocumentCenter/View/34123/CAPCOA-2010-GHG-Quantification-PDF>; OPR (Dec. 2018) Technical Advisory, pp. 27, [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf); SCAG (Dec. 2019) Final Program EIR, pp. 2.0-18 – 2.0-71 (see project-level mitigation measures for air quality, GHG, and transportation impacts), [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); SCAG (Apr. 2024), pp. A-7 – A-48, [https://scag.ca.gov/sites/main/files/file-attachments/exhibit\\_a\\_mmrp\\_508\\_final.pdf?1712003625](https://scag.ca.gov/sites/main/files/file-attachments/exhibit_a_mmrp_508_final.pdf?1712003625); CARB 2022 Scoping Plan, 4, 7, 24, 29 & Appendix D, pp. 23, <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>; CARB’s 2017 Scoping Plan, Appendix B-Local Action, pp. 1-8, 7-9 & Appendix D, p. 2, [https://www.arb.ca.gov/cc/scopingplan/app\\_b\\_local\\_action\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/app_b_local_action_final.pdf).

<sup>9</sup> CARB 2022 Scoping Plan, 4, 7, 24, 29 & Appendix D, pp. 23 & CARB’s 2017 Scoping Plan, Appendix B-Local Action, pp. 1-8, 7-9 & Appendix D.

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May 21, 2024  
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In conclusion, Local 11 appreciates the opportunity to provide these comments. Local 11 reserves the right to supplement this letter at future hearings and proceedings for this TCSP. Thank you for consideration of these comments. We ask that this letter is placed in the administrative record for the Project.

2.3-O2-7

Sincerely,



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Jordan R. Sisson  
Attorney for Local 11

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES

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### **Letter No. 2.3-02**

Jordan R. Sisson, Attorney  
GK Law  
On Behalf of UNITE HERE Local 11  
3993 Orange Street, Suite 201  
Riverside, CA 92501

### **Response to Comment No. 2.3-02-1**

The comment provides an introduction to UNITE HERE Local 11 and states that it shares similar concerns raised by the Sierra Club, Santa Clarita Chapter (refer to Responses to Letter No. O3). UNITE HERE Local 11 also introduces additional comments, which are described in the subsequent portions of the commenter's letter. Accordingly, the comment is noted, and responses are provided below, corresponding with the detailed comments.

### **Response to Comment No. 2.3-02-2**

The comment expresses concern about enforcing affordable housing. The inclusion of an affordable housing requirement in the Specific Plan is a planning policy matter and not a comment on the environmental impacts of the Project. Accordingly, the comment is noted and will be forwarded to the decision-makers for consideration. Also refer to Response to Comment No. O3-2.

### **Response to Comment No. 2.3-02-3**

The comment expresses concern about hotels and effects on housing. This comment does not describe any deficiencies in the EIR or address the adequacy of the EIR. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. 2.3-02-4**

The comment suggests that the Project is not identified by SCAG to be a transit priority area or priority growth area. However, as demonstrated in Section 4.11, Transportation, of the Draft EIR, the City as lead agency has determined and identified that the Specific Plan Area is located in a transit priority area based on the definition in the OPR Technical Advisory, which describes a one-half mile radius around an existing or planned major transit stop or an existing stop along a high-quality transit corridor. The City of Santa Clarita identified and adopted areas of the City that meet the criteria of a transit priority area as part of its *Transportation Analysis Updates in Santa Clarita* (TAU), which establish the City's transportation impact thresholds and provide guidance on conducting transportation studies in the City. The City's TAU identified the McBean Regional Transit Center as a major transit stop resulting in the area within a one-half mile radius of the Transit Center to qualify as a transit priority area. In addition, the proposed Town Center Specific Plan is consistent with the land use designations of City's General Plan, including the allowed uses and densities. Thus, the Project does not add growth, but rather provides for growth in a more cohesive and coordinated manner. Accordingly, the comment is noted, and no response is warranted.

### **Response to Comment No. 2.3-02-5**

The comment suggests that more mitigation should be considered for VMTs, solar, and native landscaping, including measures that have the co-benefit of reducing VMTs, GHG emissions, and



## **2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES**

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associated air quality impacts. The comment does not raise any new information regarding the Project's adequacy of the EIR. Please refer to Responses to Letter Nos. O2, O3, and 2.3-O1, including Response to Comment No. 2.3-O1-9 for an expanded discussion of the applicability of emission reduction strategies to the Project.

### **Response to Comment No. 2.3-O2-6**

The comment asserts that GHG impacts may be significant and that the EIR does not consider apparent inconsistencies with SCAG growth assumptions or CARB's recommendation to incorporate feasible CEQA mitigation. As noted above in Response to Comment No. 2.3-O2-4, the Project is consistent with SCAG's growth assumptions. As the EIR determined that the Project's GHG impacts are less than significant, mitigation measures are not required. Please also refer to Responses to Letter Nos. O2, O3, and 2.3-O1.

### **Response to Comment No. 2.3-O2-7**

The comment states that UNITE HERE Local 11 reserves the right to supplement its comments. This comment does not address the adequacy of the Draft EIR. Accordingly, the comment is noted, and no response is warranted.

### 3.0 Errata and Clarifications to the Draft EIR

This section identifies minor edits and clarifications to the Draft EIR in response to public comments received and/or as initiated by the City. The changes provide clarification and minor corrections for the Draft EIR but do not alter the analysis or conclusions of the document.

Changes were made to the Draft EIR sections and pages as noted below and are identified with revision marks (underline for new text and strike through for deleted text).

#### Executive Summary

The discussion on page ES-1 under Section ES-2, Proposed Project and Objectives, was revised as follows:

In general, the Specific Plan content is presented in ~~four~~three chapters: an introduction and the proposed Specific Plan's vision and goals; a development ~~plan~~ framework and standards chapter that seeks to establish the components, expectations, and general requirements for all future development plans for sites within the TCSP Area; ~~a description of the~~ and provides development and design standards regulating future development ~~plans~~ in the Specific Plan Area; and an implementation plan that could be utilized to implement the goals of the Specific Plan. A description of each chapter is included in the following paragraphs.

The discussion on page ES-2 under Section ES-2, Proposed Project and Objectives, was revised as follows:

Chapter 2 includes the development framework elements and standards, which contain the building blocks, details, examples, and rationale for the contents of the Specific Plan. As stated above, ~~the details in the~~ development framework element and standards are intended to establish the components, expectations, and general requirements for all future development plans for sites within the Specific Plan. This chapter also includes two conceptual development plans, illustrating examples of how the Specific Plan Area could build out. These plans do not serve as rigid blueprints for development, but rather provide guidance for future endeavors, considering long-term needs of the community and market trends.

~~Chapter 3 includes the development standards that would regulate development within the Specific Plan Area. The development standards identified in this chapter are intended to achieve the core components of the framework elements included within Chapter 2. These development standards in Chapter 2 include flexible land use regulations, architectural standards, parking requirements, and density standards to ensure a balance and efficiency of uses, amenities, and improvements.<sup>4</sup> Further, these standards promote mixed-use development to ensure that future development projects incorporate a balance of uses, provide appropriate amenities, and create a sense of place. These standards address building heights, setbacks, public spaces, and architectural standards to maintain visual appeal and compatibility with the surrounding area.~~

### 3.0 ERRATA AND CLARIFICATIONS TO THE DRAFT EIR

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The last paragraph on page ES-2 under Section ES-2, Proposed Project and Objectives, was revised as follows:

~~Chapter 4~~Chapter 3 includes an implementation plan that describes the manner in which the proposed Specific Plan could be implemented. In general, the Specific Plan would encourage mixed-use development and promote a blend of residential, commercial, and recreational spaces, integrating different land uses and creating a walkable community. The Specific Plan emphasizes improved access to the McBean Regional Transit Center, thereby increasing housing choices for people who prefer convenient access to transit services. Chapter 3 also includes provisions for the following: ownership and maintenance of proposed improvements, parkways, public gathering spaces, landscaping, private recreational amenities, and open areas; nonconforming uses; amendments, and severability.

#### Section 2.0, Project Description

The discussion on page 2.0-1 under Section 2.1, Project Summary, was revised as follows:

In general, the Specific Plan content is presented in ~~four~~three chapters: an introduction and the proposed Specific Plan's vision and goals; a development ~~plan~~ framework and standards chapter that seeks to establish the components, expectations, and general requirements for all future development plans for sites within the TCSP Area; ~~a description of the~~ and provides development and design standards regulating future development ~~plans~~ in the Specific Plan Area; and an implementation plan that could be utilized to implement the goals of the Specific Plan.

The discussion on pages 2.0-16 and 2.0-17 under Section 2.5, Project Characteristics, was revised as follows:

In general, the Specific Plan content is presented in ~~four~~three chapters: an introduction and the proposed Specific Plan's vision and goals; a development ~~plan~~ framework and standards chapter that seeks to establish the components, expectations, and general requirements for all future development plans for sites within the TCSP Area; ~~a description of the~~ and provides development and design standards regulating future development ~~plans~~ in the Specific Plan Area; and an implementation plan that could be utilized to implement the goals of the Specific Plan. A description of each chapter follows.

#### 2.5.1 CHAPTER 1: INTRODUCTION

Chapter 1 includes a description of the regional setting, the relationship of the Specific Plan to other City plans (such as the City's General Plan and 6th Cycle Housing Element), and a discussion of existing conditions, as well as the proposed Vision Statement and Goals, which are provided above.

#### 2.5.2 CHAPTER 2: DEVELOPMENT PLAN FRAMEWORK AND STANDARDS

Chapter 2 includes the development framework elements and standards, which contain the building blocks, details, examples, and rationale for the contents of the

### 3.0 ERRATA AND CLARIFICATIONS TO THE DRAFT EIR

Specific Plan. As stated above, the details in the development framework elements and standards are intended to establish the components, expectations, and general requirements for all future development plans for sites within the Specific Plan Area. This chapter also includes two conceptual development plans (shown in this EIR as **Figure 2-7** and **Figure 2-8**), illustrating examples of how the Specific Plan Area could build out. These plans do not serve as rigid blueprints for development, but rather provide guidance for future endeavors, considering long-term needs of the community and market trends.

Specifically, this chapter includes the development framework elements and standards that seek to realize the Vision and Goals for the Specific Plan Area and provide a comprehensive, organized structure to guide future development and redevelopment within the Specific Plan Area.

These development framework elements and standards are be framed around six four categories: Land Use, ~~Built Environment~~, Placemaking, Mobility, and Parking, ~~Public Amenities~~, and ~~Infrastructure~~. The framework elements and standards included in the Specific Plan are provided in **Table 2-1**, below.

**TABLE 2-1**  
**LIST OF DEVELOPMENT FRAMEWORK ELEMENTS & STANDARDS**

| Land Use  | Placemaking   | Mobility   | Parking & Infrastructure  |
|---|---|--|---|
| <ul style="list-style-type: none"> <li>• <del>Mix of Balance of Land Uses</del></li> <li>• <del>Flexible Uses Plan Flexibility</del></li> <li>• <del>Housing Choices</del></li> <li>• <del>Temporary Uses, Events, and Activities Permitted Uses</del></li> </ul> | <ul style="list-style-type: none"> <li>• <del>Small Development Blocks and Street Networks</del></li> <li>• <del>Terminal Signature Vistas</del></li> <li>• <del>Pedestrian Scale and Interest</del></li> <li>• <del>Architectural Character Design</del></li> <li>• <del>Building Setbacks and Stepbacks Specifications</del></li> <li>• <del>Public Gathering Spaces</del></li> <li>• <del>Gateways/ Access</del></li> <li>• <del>Public Art</del></li> </ul> | <ul style="list-style-type: none"> <li>• <del>Major Connection</del></li> <li>• <del>Internal Roadway Network</del></li> <li>• <del>Roundabouts</del></li> <li>• <del>Pedestrian Mobility Streetscapes</del></li> <li>• <del>Pedestrian &amp; Bicycle Networks</del></li> <li>• <del>Pedestrian Bridges Connectivity</del></li> <li>• <del>Bicycle Mobility</del></li> <li>• <del>Connection to McBean Regional Transit Center</del></li> <li>• <del>Bus Stops Connectivity</del></li> <li>• <del>Micro Mobility</del></li> <li>• <del>Transit Drop-off Zones</del></li> <li>• <del>Loading Zones</del></li> </ul> | <ul style="list-style-type: none"> <li>• <del>On-street Parking Strategy</del></li> <li>• <del>Off-street Parking</del></li> <li>• <del>Infrastructure and Utilities</del></li> </ul> |

Each subcategory of the development framework elements and standards includes a description of the its meaning of the framework element, why it is important, where in the TCSP Area the framework element and standard is applicable, and how it would be implemented. ~~Each of the framework elements include references to development standards included in Chapter 3 of the proposed Specific Plan, discussed in Section 2.5.3, below, which would be used to encourage future mixed-use development in the Subareas identified, such as flexible land use regulations and development and design standards (including building heights, setbacks, public areas, and architectural standards).~~

#### **2.5.3 CHAPTER 3: DEVELOPMENT STANDARDS AND DESIGN GUIDELINES**

### 3.0 ERRATA AND CLARIFICATIONS TO THE DRAFT EIR

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~~Chapter 3 includes the development standards that would regulate development within the Specific Plan Area. The development standards identified in this chapter are intended to achieve the core components of the framework elements included in Chapter 2. These development standards include flexible land use regulations, architectural standards, parking requirements, and density standards to ensure a balance and efficiency of uses, amenities, and improvements.<sup>4</sup> Further, these standards promote mixed-use development to ensure that future development projects incorporate a balance of uses, provide appropriate amenities, and create a sense of place. These standards address building heights, setbacks, public spaces, and architectural standards to maintain visual appeal and compatibility with the surrounding area.~~

Within the Specific Plan Area, the existing CR zone allows for a FAR of 2:1 (87,120 square feet of floor area per acre) and the provision for residential densities between a minimum of 18 units and a maximum of 50 units per acre. The Specific Plan maintains this FAR of 2:1 and the residential densities of up to 50 units per acre.

#### ~~2.5.42.5.3~~ ~~CHAPTER 4~~ CHAPTER 3: IMPLEMENTATION PLAN AND ADMINISTRATION

~~Chapter 4~~Chapter 3 includes an implementation plan that describes the manner in which the proposed Specific Plan could be implemented and administered. In general, the Specific Plan would encourage mixed-use development and promote a blend of residential, commercial, and recreational spaces, integrating different land uses and creating a walkable community. The Specific Plan emphasizes improved access to the McBean Regional Transit Center, thereby increasing housing choices for people who prefer convenient access to transit services.

The Specific Plan envisions the development of nodes in the Specific Plan Area, which includes programmable gathering spaces and other smaller gathering spaces such as public plazas, courtyards, amphitheaters, pedestrian streets, parklets, children's playgrounds, and parks.

Chapter 3 also includes provisions for the following: ownership and maintenance of proposed improvements, parkways, public gathering spaces, landscaping, private recreational amenities, and open areas; nonconforming uses; amendments, and severability.

#### **Section 4.10, Public Services**

The discussion on pages 4.10-12 through 4.10-13 was revised as follows:

As previously described, buildout of the TCSP would introduce residential and hotel/convention center uses to the Project Site and increase the density of existing commercial and other nonresidential uses on-site. As such, the Project would introduce a residential population and increase the employee population on-site, which would increase the demand for services from the LASD. However, as discussed in Section XIV, Population and Housing, of the Initial Study (refer to Appendix A of this Draft EIR), the Project would not induce unplanned population

### 3.0 ERRATA AND CLARIFICATIONS TO THE DRAFT EIR

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growth in the Project area. Specifically, the TCSP would not increase the currently allowable density of housing units per acre (50 units per acre) when compared with existing zoning. The City's General Plan already plans for a density of 50 dwelling units per acre in the Specific Plan Area. In short, while buildout of the Specific Plan would result in population growth and expansion of commercial spaces within the Specific Plan Area, this growth is not unplanned. ~~Furthermore, with the opening of the new Santa Clarita Valley Sheriff's Station in 2021, the LASD nearly doubled its facilities capacity to serve the Santa Clarita Valley into the future.~~ Therefore, the Project would not cause a need for new or expanded police facilities.

In addition, as required by the County and the City's Law Enforcement Facilities Fee, the Project would be required to pay all applicable development and law enforcement mitigation fees prior to the issuance of a building or similar permit. The payment of such fees would ensure that the LASD has sufficient funding for future personnel, assets, and facility space. Furthermore, development projects during buildout of the TCSP would require consultation with the LASD prior to approval of building plans and permits.

### **3.0 ERRATA AND CLARIFICATIONS TO THE DRAFT EIR**

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### 4.0 Mitigation Monitoring and Reporting Program

The environmental mitigation measures identified in **Table 4-1**, Mitigation Monitoring and Reporting Program, on the following pages, were incorporated into the approval for this Project in order to reduce potentially significant environmental impacts. A completed and signed checklist for each mitigation measure indicates that the mitigation measure has been complied with and implemented and fulfills the City of Santa Clarita's monitoring requirements with respect to PRC Section 21081.6. The mitigation measures are numbered as presented in the Draft EIR.



## **4.0 MITIGATION MONITORING AND REPORTING PROGRAM**

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## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

**Table 4-1  
Mitigation Monitoring and Reporting Program**

| Mitigation Measure   | Method of Review Verification   | Responsible Agency  | Timing  | Status of Implementation |
|--|---|---|---|--------------------------|
| <b>AIR QUALITY</b>   |   |   |   |                          |
| <p><b>MM-AQ-1</b></p> <p>To reduce emissions at the site-specific level, prior to issuance of a building permit for each project implementing the Town Center Specific Plan and to the satisfaction of the City of Santa Clarita, the applicant must develop and commit to implementing a list of project-specific/building-specific emission reduction features. Such features must include, without limitation:</p> <ul style="list-style-type: none"> <li>• Transportation Demand Management (TDM) Program Plans will be required by the following projects: <ul style="list-style-type: none"> <li>○ Multi-family residential developments with 100 or more units</li> <li>○ Any mixed use or commercial project that generates 50 full-time employees or more.</li> </ul> </li> </ul> <p>TDM Program Plans must meet the satisfaction of the City's Traffic and Transportation Planning Division (or future iteration thereof) prior to the issuance of a building permit.</p> <ul style="list-style-type: none"> <li>• Consideration of energy-efficient design features beyond those required by Title 24 of the California Code of Regulations and the CALGreen Code, as adopted by the Santa Clarita Municipal Code.</li> <li>• Consideration of electric landscape maintenance equipment.</li> </ul> | <p>Review of project-specific/building-specific emission reduction features submitted to the City by applicant</p>  | <p>City of Santa Clarita<br/>Community Development Department,<br/>Building &amp; Safety Division,<br/>Planning Division; Public Works Department,<br/>Traffic &amp; Transportation Planning Division</p> | <p>Prior to entitlement, except for TDM Program Plans, which would be prior to issuance of building permits</p> |                          |
| <b>CULTURAL RESOURCES</b>  |   |   |   |                          |
| <p><b>MM-CR-1</b></p> <p>Treatment of previously unidentified archaeological deposits: If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within 60 feet of the discovery must be redirected and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards must assess the situation and make recommendations regarding the treatment of the discovery.</p> <p>For significant cultural resources meeting the definition of a historical resource per CEQA Guidelines Section 15064.5(a) or a unique archaeological resource per PRC Section 21083.2(g) as determined by the City of Santa Clarita, if avoidance and preservation-in-place is not feasible, a Research Design and Data Recovery Program to mitigate impacts must be prepared by the consulting archaeologist and approved by the City of Santa Clarita before being implemented using professional archaeological methods. Before construction</p>   | <p>Periodic inspection of construction sites and/or regular communication with contractors; In the event of a find, review of a Research Design and Data Recovery Program by a qualified archaeologist provided to the City by the applicant; confirmation of</p> | <p>City of Santa Clarita<br/>Community Development Department,<br/>Planning Division, Building &amp; Safety Division; Public Works Department,<br/>Engineering Services Division</p>                      | <p>During construction</p>  |                          |

## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

**Table 4-1  
Mitigation Monitoring and Reporting Program**

| Mitigation Measure       |   | Method of Review Verification   | Responsible Agency  | Timing              | Status of Implementation |
|--------------------------|---|---|---|---------------------|--------------------------|
|                          | activities are allowed to resume in the affected area, the Data Recovery Program must be completed to the satisfaction of the City of Santa Clarita. Work may continue on other parts of the construction site while consultation and treatment are concluded. All significant archaeological resources collected must be taken to a properly equipped archaeological laboratory, where they must be cleaned, analyzed, and prepared for curation. At a minimum, and unless otherwise specified in any treatment plans prepared for the development, all resources must be identified, analyzed, catalogued, photographed, and labeled. At the close of construction, the collection must be donated to a public institution with a research interest in the materials and the capacity to care for the materials in perpetuity. Accompanying notes, maps, and photographs must also be filed at the repository, as appropriate. The cost of curation is assessed by the repository and is the responsibility of the project applicant. All costs must be borne by the project applicant. | resources treatment and donation to public institution  |   |                     |                          |
| <b>GEOLOGY AND SOILS</b> |   |   |   |                     |                          |
| <b>MM-GEO-1</b>          | Before starting construction for development projects in the TCSP Area, the applicant must retain a qualified professional paleontologist as defined by Society for Vertebrate Paleontology (SVP) (2010) standards. The paleontologist must create a Worker's Environmental Awareness Program pamphlet that is provided as training to construction personnel to understand regulatory requirements for the protection of paleontological resources. Additionally, the paleontologist must conduct training class(es) that include examples of paleontological resources to look for and protocols to follow if discoveries are made. The paleontologist must develop Project-specific training and supply any supplemental materials necessary to execute the training.  | Review of a WEAP by a qualified paleontologist submitted to the City by the applicant; observation of trainings | City of Santa Clarita<br>Community Development Department,<br>Planning Division, Building & Safety Division; Public Works Department, Engineering Services Division | Pre-construction    |                          |
| <b>MM-GEO-2</b>          | Paleontological resources monitoring must be conducted under the guidance of a qualified professional paleontologist and by a qualified paleontological resource monitor(s) as defined by SVP (2010) standards during grading/excavation activities for development projects building out the TCSP area, unless it is demonstrated to the   | Periodic inspection of construction sites and/or regular communication with contractors; In                     | City of Santa Clarita<br>Community Development Department,  | During construction |                          |

## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

**Table 4-1  
Mitigation Monitoring and Reporting Program**

|                        | Mitigation Measure  | Method of Review Verification  | Responsible Agency   | Timing                     | Status of Implementation |
|------------------------|---|--|--|----------------------------|--------------------------|
|                        | <p>satisfaction of the City of Santa Clarita that such grading/excavation activities would be limited to engineered fill materials and/or the younger Quaternary Alluvium that makes up the surface layer. Monitoring must include visual inspection of excavated or graded area and trench sidewalls. The monitor has authority to temporarily halt or divert construction equipment in order to investigate and salvage finds. The paleontological monitor has the authority to take sediment samples and test for microfossils at the discretion of the qualified professional paleontologist. If no significant fossils are exposed or the qualified professional paleontologist otherwise finds that the scientific value of the resource is exhausted, the qualified professional paleontologist may determine that full-time monitoring is no longer necessary or, with the approval of the City, may reduce or eliminate monitoring.</p>  | <p>the event of monitoring, review of a report by a qualified paleontologist and qualified paleontological resource monitor(s) provided to the City by the applicant that documents ground disturbance</p>   | <p>Planning Division, Building &amp; Safety Division; Public Works Department, Engineering Services Division</p>   |                            |                          |
| <p><b>MM-GEO-3</b></p> | <p>Should a paleontological resource be encountered when a monitor is not on-site or a potentially significant resource is encountered that requires additional investigation or cannot be quickly salvaged by the paleontological monitor, all construction must cease within 50 feet of the discovery and the qualified professional paleontologist must be immediately notified. If the monitor is present at the time of discovery, then the monitor may temporarily divert the construction equipment around the find and notify the qualified professional paleontologist. The qualified professional paleontologist must then visit the site and assess the resource for its scientific significance. Project excavations may continue elsewhere, monitored by a paleontological resource monitor. The qualified professional paleontologist must evaluate the find and contact the City as soon as possible with recommendations as to the significance and potential treatment of the find. Depending on the nature of the find, the determination of significance may require additional excavation, potentially including the preparation and execution of a Paleontological Testing Plan. If significant, depending on the nature of the resource, treatment may require the preparation and execution of a Paleontological Treatment Plan. The City, acting with the advice of the qualified professional paleontologist, must determine the significance and treatment of the discovered resources.</p> | <p>Periodic inspection of construction sites and/or regular communication with contractors; In the event of a significant find, review of a Paleontological Testing and/or Treatment Plan prepared by a qualified paleontologist and qualified paleontological resource monitor(s) to the City</p> | <p>City of Santa Clarita Community Development Department, Planning Division, Building &amp; Safety Division; Public Works Department, Engineering Services Division</p> | <p>During construction</p> |                          |

## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

**Table 4-1  
Mitigation Monitoring and Reporting Program**

| Mitigation Measure  | Method of Review Verification  | Responsible Agency  | Timing                                 | Status of Implementation |
|---|--|---|--|--------------------------|
| <b>MM-GEO-4</b><br>All significant fossils collected must be prepared in a properly equipped paleontology laboratory to a point ready for permanent curation to the satisfaction of the City. Preparation must include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Any fossils encountered and recovered must be prepared to the point of identification. Following the initial laboratory work, all fossil specimens must be identified to the lowest taxonomic level, analyzed, photographed, and catalogued, before being delivered to an accredited local museum repository for permanent curation and storage. All costs must be borne by the project applicant.   | Review of a report of the paleontological mitigation monitoring efforts submitted by a qualified paleontologist to the City; observation of delivery to accredited museum, as applicable | City of Santa Clarita<br>Community Development Department,<br>Planning Division, Building & Safety Division; Public Works Department, Engineering Services Division | During and post-construction           |                          |
| <b>MM-GEO-5</b><br>At the conclusion of laboratory work and preparation for museum curation, a final report must be prepared describing the results of the paleontological monitoring efforts and submitted to the City of Santa Clarita. The report must include a summary of the field and laboratory methods, an overview of the geology and paleontology in the Project vicinity, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report must also be submitted to the designated museum repository. Accompanying notes, maps, and photographs must also be filed at the repository. The cost of curation is assessed by the repository and is the responsibility of the Project applicant. | Review of a report of the paleontological mitigation monitoring efforts by a qualified paleontologist to the City and accredited museum, as applicable                                   | City of Santa Clarita<br>Community Development Department,<br>Planning Division, Building & Safety Division; Public Works Department, Engineering Services Division | During and post-construction           |                          |
| <b>HAZARDS AND HAZARDOUS MATERIALS</b>  |  |   |  |                          |
| <b>MM-HAZ-1</b><br>Prior to development approval for future development within 200 feet of the leaking underground storage tank (Case # T0603704904) site associated with the Los Angeles County Sheriff Station, located at 23740 Magic Mountain Parkway, a letter of completion for remediation actions or letter indicating contamination would not exceed applicable thresholds for occupancy from the applicable   | Review of letter of completion for remediation actions or letter indicating contamination would not exceed applicable  | City of Santa Clarita<br>Community Development Department,<br>Planning Division, Building   | Prior to specific development approval |                          |

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**Table 4-1  
Mitigation Monitoring and Reporting Program**

| Mitigation Measure               |   | Method of Review Verification   | Responsible Agency  | Timing              | Status of Implementation |
|----------------------------------|---|---|---|---------------------|--------------------------|
|                                  | oversight agency (e.g., Los Angeles Regional Water Quality Control Board [LARWQCB]) shall be submitted to the City of Santa Clarita. Prior to development approval for future development within 100 feet of the western boundary of Subarea 4 (McBean and Valencia), a letter of completion for remediation actions (Case # SL2048Y1711), located at 24375 Valencia Boulevard, or letter indicating contamination would not exceed applicable thresholds for occupancy from the applicable oversight agency (e.g., LARWQCB) shall be submitted to the City of Santa Clarita.   | thresholds for occupancy submitted by the Applicant   | & Safety Division; Public Works Department, Engineering Services Division   |                     |                          |
| <b>TRIBAL CULTURAL RESOURCES</b> |   |   |   |                     |                          |
| <b>MM-TCR-1</b>                  | In the Event of an Inadvertent Discovery: If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior Professional Qualification Standards retained by the project applicant shall assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA, the project applicant shall retain a professional Tribal Monitor procured by the Fernandeño Tataviam Band of Mission Indians (FTBMI) to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work. | Periodic inspection of construction sites and/or regular communication with contractors; In the event of a find, review of a report that documents monitoring by a Native American representative during ground disturbance | City of Santa Clarita Community Development Department, Planning Division, Building & Safety Division; Public Works Department, Engineering Services Division | During construction |                          |
| <b>MM-TCR-2</b>                  | Disposition and Treatment of Inadvertent Discoveries: The Lead Agency and/or project applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.   | Periodic communication with contractors; In the event of a find, review of documentation of consultation  | City of Santa Clarita Community Development Department, Planning Division, Building & Safety Division; Public Works Department,                               | During construction |                          |

## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

**Table 4-1  
Mitigation Monitoring and Reporting Program**

| Mitigation Measure |   | Method of Review Verification   | Responsible Agency   | Timing              | Status of Implementation |
|--------------------|---|---|--|---------------------|--------------------------|
|                    |   |   | Engineering Services Division  |                     |                          |
| <b>MM-TCR-3</b>    | <p>In the Event of Inadvertent Discovery, Human Remains: If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project.</p> <p>a) Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.</p> | Review of a report that documents the assessment of human remains prepared by a qualified cultural resources principal investigator and Native American monitor to the City | City of Santa Clarita<br>Community Development Department, Planning Division, Building & Safety Division; Public Works Department, Engineering Services Division | During construction |                          |