Appendix A  NOP and NOP Comment Letters
NOTICE OF PREPARATION
NOTICE OF PUBLIC SCOPING MEETING

NORWALK ENTERTAINMENT DISTRICT – CIVIC CENTER SPECIFIC PLAN PROJECT
PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

Lead Agency: City of Norwalk, Community Development Department

Project Applicant: Primestor Development, Inc.

Notice of Preparation Review Period: Monday, February 7, 2022, to Wednesday, March 9, 2022

Scoping Meeting: Thursday, February 17, 2022, 6:00 p.m. to 7:30 p.m., details below

Notice is hereby given that the City of Norwalk (City), as Lead Agency under the California Environmental Quality Act (CEQA), will prepare an environmental impact report (EIR) for the Norwalk Entertainment District-Civic Center Specific Plan Project (proposed project) pursuant to the California Public Resources Code, Division 13, Section 21000 et seq. (CEQA Statute), and the California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq. (CEQA Guidelines).

The purpose of this Notice of Preparation (NOP) is to (1) serve as a public notice pursuant to CEQA Guidelines Section 15082 that an EIR will be prepared; (2) advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared; and (3) provide notice of the public scoping meeting. The City is seeking your input regarding the scope and content of the EIR, including input on potentially significant environmental effects, mitigation measures, or project alternatives that should be explored in the EIR. If you represent a public agency, the City seeks input as to the scope and content of the environmental information that is germane to your agency’s statutory responsibilities in connection with the proposed project.

Due to time limits mandated by state law, public agencies, members of the public, or any other interested parties are requested to respond to this NOP in writing no later than 30 days from the date of this NOP. The City will accept written comments regarding this NOP through the close of business on Wednesday, March 9, 2022. Please send all written comments, including emailed comments, to Beth Chow at the address below.

Project Location: The proposed specific plan area, or project site, consists of approximately 12.2 acres located at the southeast corner of the intersection of Imperial Highway and Norwalk Boulevard in Norwalk. The project site consists of three parcels with Assessor’s Parcel Numbers (APN) 8047-006-922, -924, and-925 which are owned by the City of Norwalk and a portion of one parcel with APN 8047-006-927, which is owned by the County of Los Angeles (County). The project site is bordered by Imperial Highway to the north, Avenida Manuel Salinas to the east, the Los Angeles County Superior Court–Norwalk property to the south, and Norwalk Boulevard to the west. The nearest freeways providing regional access to the project area are Interstate 605 (I-605), Interstate 5 (I-5), Interstate 105 (I-105), and U.S. Route 91 (US-91). The project site is located approximately 0.6 mile west of the Norwalk/Santa Fe Springs Transportation Center (Metrolink).

Description: The City will prepare an EIR to analyze environmental impacts associated with implementation of the proposed project, which would include the establishment of the Norwalk Entertainment District-Civic Center Specific Plan. The proposed project seeks to implement the City’s Economic Development Opportunities Plan, which identified the project site as an area for the promotion of economic development, by revitalizing the project site with the development of a vibrant community-focused development. The proposed project to be described in the specific plan includes the construction of a mixed-use development with residential, commercial, and open space uses on the location of the current City Hall Lawn and surface parking lot. Up to 400 residential units and associated amenities would be developed. Up to 150,000 square feet of commercial uses would be developed and would include a mix of food and beverage establishments, retail, commercial, health and wellness facilities, and office uses.
The proposed project would include ground-floor public open space and residential open space. Residential parking would be provided on-site, and the proposed project would also utilize the existing parking structure in the southern part of the project site for the proposed commercial uses. No modifications to the existing parking structure facility are proposed. No modifications are proposed to the existing Norwalk City Hall building or the small portion of the County building that are within the project site, and the existing uses within these structures would continue. Construction of the proposed project, in accordance with the proposed specific plan, is anticipated to begin in 2023 and last up to 24 months.

A general plan amendment is proposed to establish a land use designation of specific plan for the project site. The development area of the project site is owned by the City but is proposed to be developed by the applicant through a public private partnership with the City, which may include, among other things, a lease to the applicant of portions of the project site in order to implement the development authorized by the specific plan.

**Potential Environmental Effects:** The City will prepare a comprehensive EIR that evaluates all potentially significant environmental impacts associated with the buildout of the proposed project (i.e., full build out of the proposed specific plan). The EIR will explain the potentially significant effects of the proposed project as well as the reasons that other effects are not potentially significant. An initial study is not required to determine that an EIR will be prepared, and an initial study was not prepared for the proposed project.

In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this NOP to provide agencies, organizations, and interested parties with information describing the proposed project and its potential environmental effects. Consistent with Appendix G of the CEQA Guidelines, the 20 environmental topics that may be analyzed in an EIR are:

- Aesthetics
- Agriculture & Forestry
- Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems
- Wildfire

The City has determined that the proposed project could potentially affect 17 of the 20 environmental topic areas identified in Appendix G. These 17 topical areas are aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts will be analyzed in detail in the EIR. The EIR will also address mandatory findings of significance. The EIR will address the short- and long-term effects of the proposed project on the environment. Feasible mitigation measures will be proposed for impacts that are determined to be potentially significant and reasonable alternatives will be considered. A mitigation monitoring program will also be developed for any mitigation measures required by the City. The proposed project is expected to have no impact on agriculture and forestry resources, mineral resources or wildfire, and therefore the EIR will not present a detailed analysis of the project’s impact on these topic areas.

**Document Availability:** The 30-day public review period for the NOP is from Monday, February 7, 2022, to Wednesday, March 9, 2022. In accordance with the time limits mandated by State law, if there are any concerns about the scope and content of the information to be addressed in EIR, written comments may be submitted via email or by mail to the addresses below. All written comments should be submitted at the earliest possible date but must be submitted no later than close of business Wednesday, March 9, 2022. Public agencies should identify the contact person for your agency in your written comments.

**Public Comments:** Please submit your comments to:

**Beth Chow, AICP, Senior Planner**
- **Mailing Address:**
  City of Norwalk
  Community Development, Room 12
  12700 Norwalk Boulevard
  Norwalk, CA 90650
- **Email Address:** bchow@norwalkca.gov
Public Scoping Meeting: A public scoping meeting will be held at the address below on Thursday, February 17, 2022, from 6:00 p.m. to 7:30 p.m., to solicit input from any interested parties on the scope and content of the EIR, in conformance with Section 21083.9 of the California Public Resources Code. Applicable COVID-19 policies in place at the time will be followed. The public scoping meeting is intended to receive input from interested parties and no decisions about the proposed project will be made at the public scoping meeting. Though staff will prepare a summary of the issues raised verbally at the public scoping meeting, anyone wishing to make formal comments on the scope of issues or content of the EIR should also do so in writing. Written comments can be submitted at the scoping meeting. You may also send a written response to this NOP to the email and address listed above by Wednesday, March 9, 2022, without attending the scoping meeting.

A copy of the materials presented at the scoping meeting will be posted to the City’s website: https://www.norwalk.org/city-hall/departments/community-development/planning following the meeting.

The public scoping meeting will be held at the location identified below.

**Location:**  
City of Norwalk,  
City Council Chambers  
12700 Norwalk Boulevard  
Norwalk, CA 90650

**More Information:** Questions concerning the matter should be directed to Beth Chow, AICP, Senior Planner, at (562) 929-5953 or bchow@norwalkca.gov

Dated this 4th day of February 2022.

Theresa Devoy, CMC  
City Clerk
1. Introduction

Source: Nearmap, 2022; ESRI, 2022
AVISO DE PREPARACIÓN
AVISO DE REUNIÓN PÚBLICA DE ALCANCE

NORWALK ENTERTAINMENT DISTRICT – PROYECTO DE PLAN ESPECÍFICO DEL CENTRO CÍVICO
ELABORACIÓN DE INFORME DE IMPACTO AMBIENTAL Y REUNIÓN DE ALCANCE PUBLIC

Agencia líder: Ciudad de Norwalk, Departamento de Desarrollo Comunitario

Solicitante del proyecto: Primestor Development, Inc.

Período de revisión del aviso de preparación: Lunes 7 de febrero de 2022, a miércoles, 9 de marzo de 2022

Reunión de alcance: Jueves 17 de febrero de 2022, 6:00 p.m. a 7:30 p.m., detalles a continuación

Por la presente se da aviso de que la Ciudad de Norwalk (Ciudad), como Agencia Líder bajo la Ley de Calidad Ambiental de California (CEQA), preparará un Informe de Impacto Ambiental (EIR) para el proyecto del Proyecto de Plan Específico del Distrito de Entretenimiento de Norwalk-Centro Cívico (proyecto propuesto) de conformidad con el Código de Recursos Públicos de California, División 13, Sección 21000 y siguientes. (Estatuto de CEQA), y el Código de Regulaciones de California, Título 14, División 6, Capítulo 3, Sección 15000 y siguientes. (Directrices de CEQA).

El propósito de este Aviso de Preparación (NOP) es (1) servir como un aviso público de conformidad con las Directrices de CEQA Sección 15082 de que se preparará un EIR; (2) asesorar y solicitar comentarios y sugerencias sobre el alcance y el contenido del EIR que se preparará; y (3) promover notificación de la reunión pública de alcance. La Ciudad está buscando su opinión con respecto al alcance y contenido del EIR, incluyendo la información sobre los efectos ambientales potencialmente significativos, las medidas de mitigación o las alternativas de proyectos que deben explorarse en el EIR. Si usted representa a una agencia pública, la Ciudad busca aportes sobre al alcance y contenido de la información ambiental que está relacionada con las responsabilidades estatutarias de su agencia en relación con el proyecto propuesto.

Debido a los límites de tiempo exigidos por la ley estatal, se solicita a las agencias públicas, miembros del público o cualquier otra parte interesada que respondan a este NOP por escrito a más tardar 30 días a partir de la fecha de este NOP. La Ciudad aceptará comentarios por escrito con respecto a este NOP hasta el cierre de negocio el miércoles 9 de marzo de 2022. Por favor, envíe todos los comentarios escritos, incluidos los comentarios enviados por correo electrónico, a Beth Chow a la dirección a continuación.

Ubicación del proyecto: El área del plan específico propuesto, o el sitio del proyecto, consiste de aproximadamente 12.2 acres ubicados en la esquina sureste de la intersección de Imperial Highway y Norwalk Boulevard en Norwalk. El sitio del proyecto consiste de tres parcelas con los números de parcela del evaluador (APN) 8047-006-922,-924 y -925, que son propiedad de la Ciudad de Norwalk, y una porción de la parcela con APN 8047-006-927 que es propiedad del Condado de Los Ángeles (Condado). El sitio del proyecto está bordeado por Imperial Highway al norte, Avenida Manuel Salinas al este, la propiedad del Tribunal Superior del Condado de Los Ángeles-Norwalk al sur y Norwalk Boulevard al oeste. Las autopistas más cercanas que proporcionan acceso regional al área del proyecto son la Interestatal 605 (I-605), la Interestatal 5 (I-5), la Interestatal 105 (I-105) y la Ruta 91 de EE. UU (US-91). El sitio del proyecto está ubicado aproximadamente a 0.6 millas al oeste del Centro de Transporte Norwalk / Santa Fe Springs (Metrolink).

Descripción: La Ciudad preparará un EIR para analizar los impactos ambientales asociados con la implementación del proyecto propuesto, que incluiría la establecimiento del Plan Específico del Distrito de Entretenimiento de Norwalk-Centro Cívico. El proyecto propuesto busca implementar el Plan de Oportunidades de Desarrollo Económico de la Ciudad, que identificó al sitio del proyecto como un área para la promoción del desarrollo económico, revitalizando el sitio del proyecto con desarrollo vibrante centrado en la comunidad. El proyecto propuesto que se describirá en el plan específico incluye la construcción de un desarrollo de uso mixto con usos residenciales, comerciales y espacios abiertos en la ubicación del actual césped del Ayuntamiento y el estacionamiento de superficie. Se desarrollarían hasta 400 unidades residenciales y servicios asociados. Se desarrollarían hasta 150,000 pies cuadrados de usos comerciales e
Incluirían una combinación de establecimientos de alimentos y bebidas, instalaciones minoristas, instalaciones comerciales, instalaciones de salud y bienestar, y usos de oficinas.

El proyecto propuesto incluiría espacios abiertos públicos en la planta baja y espacios abiertos residenciales. Se proporcionaría estacionamiento residencial en el lugar, y el proyecto propuesto también utilizaría la estructura de estacionamiento existente en la parte sur del sitio del proyecto para los usos comerciales propuestos. No se proponen modificaciones a la instalación de la estructura de estacionamiento existente. No se proponen modificaciones al edificio existente del Ayuntamiento de Norwalk o a la pequeña porción del edificio del Condado que se encuentra dentro del sitio del proyecto, y los usos existentes dentro de estas estructuras continuarían. Se prevé que la construcción del proyecto propuesto, de acuerdo con el plan específico propuesto, comience en 2023 y dure hasta 24 meses.

Se propone una modificación del plan general para establecer una designación del uso de la tierra de plan específico para el sitio del proyecto. El área de desarrollo del sitio del proyecto es propiedad de la Ciudad, pero se propone que sea desarrollada por el solicitante a través de una asociación privada con la Ciudad, que puede incluir, entre otras cosas, un arrendamiento al solicitante de partes del sitio del proyecto para implementar el desarrollo autorizado por el plan específico.

**Efectos ambientales potenciales:** La Ciudad preparará un EIR integral que evalúe todos los impactos ambientales potencialmente significativos asociados con la construcción del proyecto propuesto (es decir, la construcción completa del plan específico propuesto). El EIR explicará los efectos potencialmente significativos del proyecto propuesto, así como las razones por las que otros efectos no son potencialmente significativos. No se requiere un estudio inicial para determinar que se preparará un EIR, y no se preparó un estudio inicial para el proyecto propuesto.

De acuerdo con la Sección 15082 de las Directrices de CEQA, la Ciudad ha preparado este NOP para proporcionar a las agencias, organizaciones y partes interesadas información que describa el proyecto propuesto y sus posibles efectos ambientales. De acuerdo con el Apéndice G de las Directrices CEQA, los 20 temas ambientales que pueden analizarse en un EIR son:

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<thead>
<tr>
<th>Estética</th>
<th>Emisiones de gases de efecto invernadero</th>
<th>Servicios Públicos</th>
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<tr>
<td>Recursos agrícolas y forestales</td>
<td>Peligros y materiales peligrosos</td>
<td>Recreación</td>
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<td>Calidad del aire</td>
<td>Hidrología y calidad del agua</td>
<td>Transporte</td>
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<td>Recursos biológicos</td>
<td>Uso y planificación de la tierra</td>
<td>Recursos culturales tribales</td>
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<td>Recursos culturales</td>
<td>Recursos minerales</td>
<td>Servicios públicos y sistemas de servicio</td>
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<td>Energía</td>
<td>Ruido</td>
<td>Incendios Forestales</td>
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<tr>
<td>Geología y Suelos</td>
<td>Población y Vivienda</td>
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La Ciudad ha determinado que el proyecto propuesto podría afectar potencialmente a 17 de las 20 áreas temáticas ambientales identificadas en el Apéndice G. Estas 17 áreas temáticas son la estética, la calidad del aire, los recursos biológicos, los recursos culturales, la energía, la geología y los suelos, las emisiones de gases de efecto invernadero, los peligros y los materiales peligrosos, la hidrología y la calidad del agua, el uso y la planificación de la tierra, el ruido, la población y la vivienda, los servicios públicos, la recreación, el transporte, los recursos culturales tribales y los servicios públicos y los sistemas de servicios. Estos impactos serán analizados en detalle en el EIR. El EIR también abordará las conclusiones obligatorias de importancia. El EIR abordará los efectos a corto y largo plazo del proyecto propuesto en el medio ambiente. Se propondrán medidas de mitigación factibles para los impactos que se determine que son potencialmente significativos y se considerarán alternativas razonables. También se desarrollará un programa de monitoreo de mitigación para cualquier medida de mitigación requerida por la Ciudad. Se espera que el proyecto propuesto no tenga ningún impacto en los recursos agrícolas y forestales, los recursos minerales o los incendios forestales, y por lo tanto el EIR no presentará un análisis detallado del impacto del proyecto en estas áreas temáticas.

**Disponibilidad de documentos:** El período de revisión pública de 30 días para el NOP es del lunes 7 de febrero de 2022 a miércoles 9 de marzo de 2022. De acuerdo con los límites de tiempo exigidos por la ley estatal, si hay alguna inquietud sobre el alcance y el contenido de la información que se abordará en EIR, los comentarios por escrito pueden enviarse por correo electrónico o por correo a las direcciones a continuación. Todos los comentarios escritos deben enviarse lo antes posible, pero deben enviarse a más tardar al cierre de negocio el miércoles 9 de marzo de 2022. Las agencias públicas deben identificar a la persona de contacto de su agencia en sus comentarios escritos.
Comentarios públicos: Por favor, envíe sus comentarios a:

Beth Chow, AICP, Planificadora Senior
- Dirección:  
  City of Norwalk  
  Community Development, Room 12  
  12700 Norwalk Boulevard  
  Norwalk, CA 90650  
- Correo electrónico: bchow@norwalkca.gov

Reunión pública de alcance: Se llevará a cabo una reunión pública de alcance en la dirección a continuación el jueves 17 de febrero de 2022, de 6:00 p.m. a 7:30 p.m., para solicitar aportes de cualquier parte interesada sobre el alcance y el contenido del EIR, de conformidad con la Sección 21083.9 del Código de Recursos Públicos de California. Se seguirán las políticas de COVID-19 aplicables vigentes en ese momento. La reunión pública de alcance está destinada a recibir aportes de las partes interesadas y no se tomarán decisiones sobre el proyecto propuesto en la reunión pública de alcance. Aunque el personal preparará un resumen de las preguntas recibidas verbalmente en la reunión pública de alcance, cualquier persona que desee hacer comentarios formales sobre el alcance de las cuestiones o el contenido del EIR también debe hacerlo por escrito. Comentarios por escrito se pueden hacer en la reunión de alcance. También puede enviar una respuesta por escrito a este NOP al correo electrónico y la dirección enumerados anteriormente antes del miércoles 9 de marzo de 2022, sin asistir a la reunión de alcance.

Una copia de los materiales presentados en la reunión de alcance se publicará en el sitio web de la Ciudad: https://www.norwalk.org/city-hall/departments/community-development/planning después de la reunión.

La reunión pública de alcance se llevará a cabo en el lugar que se identifica a continuación.

Ubicación:  
City of Norwalk,  
City Council Chambers  
12700 Norwalk Boulevard  
Norwalk, CA 90650

Más información: Las preguntas relacionadas con el asunto deben dirigirse a Beth Chow, AICP, Planificadora Senior, al (562) 929-5953 o bchow@norwalkca.gov

Fechado este día 4 de febrero de 2022.

Theresa Devoy, CMC  
City Clerk
Figure 1 - Project Location

1. Introduction
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<th>Name</th>
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NATIVE AMERICAN HERITAGE COMMISSION

February 8, 2022

Beth Chow, AICP, Senior Planner
City of Norwalk
12700 Norwalk Boulevard
Norwalk, CA 90650

Re: 2022020128, Norwalk Entertainment District – Civic Center Specific Plan Project, Los Angeles County

Dear Ms. Chow:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, “tribal cultural resources” (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, or on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18).

Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. § 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC’s recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.
AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A “California Native American tribe” is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. **Begin Consultation Within 30 Days of Receiving a Tribe’s Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, “consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. **Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. **Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project’s impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. **Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. **Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency’s environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).
7. **Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. **Recommendation Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. **Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. **Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
    a. Avoidance and preservation of the resources in place, including, but not limited to:
       i. Planning and construction to avoid the resources and protect the cultural and natural context.
       ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
       i. Protecting the cultural character and integrity of the resource.
       ii. Protecting the traditional use of the resource.
       iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. **Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).
The NAHC’s PowerPoint presentation titled, “Tribal Consultation Under AB 52: Requirements and Best Practices” may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CaIEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor’s Office of Planning and Research’s “Tribal Consultation Guidelines,” which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18’s provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a “Tribal Consultation List.” If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).

2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.

3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §§ 5097.9 and 5097.993 that are within the city’s or county’s jurisdiction. (Gov. Code § 65352.3 (b)).

4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
   a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
   b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor’s Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and “Sacred Lands File” searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms.

**NAHC Recommendations for Cultural Resources Assessments**

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. **Contact the appropriate regional California Historical Research Information System (CHRIS) Center** (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
   a. If part or all of the APE has been previously surveyed for cultural resources.
   b. If any known cultural resources have already been recorded on or adjacent to the APE.
   c. If the probability is low, moderate, or high that cultural resources are located in the APE.
   d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
   a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project’s APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subsd. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse
March 3, 2022

Beth Chow, AICP, Senior Planner  
City of Norwalk  
Community Development, Room 12  
12700 Norwalk Boulevard  
Norwalk, CA 90650

RE: Norwalk Entertainment District  
Civic Center Specific Plan Project  
SCH # 2022020128  
Vic. LA-05/PM 4.43-4.92, LA-105/PM R18.12, LA-605/PM R8.40  
GTS # LA-2022-03849-NOP

Dear Beth Chow:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed project to be described in the specific plan includes the construction of a mixed-use development with residential, commercial, and open space uses on the location of the current City Hall Lawn and surface parking lot. Up to 400 residential units and associated amenities would be developed. Up to 150,000 square feet of commercial uses would be developed and would include a mix of food and beverage establishments, retail, commercial, health and wellness facilities, and office uses.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor’s Office of Planning and Research (OPR) for more information:

http://opr.ca.gov/ceqa/updates/guidelines/

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

“Provide a safe and reliable transportation network that serves all people and respects the environment”
Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration’s Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at:


You can also refer to the 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:


Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources at the following links:


“Provide a safe and reliable transportation network that serves all people and respects the environment”
Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2022-03849AL-NOP.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse


“Provide a safe and reliable transportation network that serves all people and respects the environment”
February 22, 2022

Beth Chow, Senior Planner
City of Norwalk
Community Development Department
12700 Norwalk Boulevard
Norwalk, CA 90650

Dear Ms. Chow:

PREPARATION OF ENVIRONMENTAL IMPACT REPORT, “CIVIC CENTER SPECIFIC PLAN PROJECT” SEeks TO IMPLEMENT THE CITY’S ECONOMIC DEVELOPMENT OPPORTUNITIES PLAN, CITY OF NORWALK, FFER 2022001479

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

The following are their comments:

PLANNING DIVISION:

We have no comments.

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

LAND DEVELOPMENT UNIT:

The Land Development Unit is reviewing the proposed “NORWALK ENTERTAINMENT DISTRICT-CIVIC CENTER SPECIFIC PLAN” Project for access and water system requirements. The Land Development Unit comments are only preliminary requirements. Specific fire and life safety requirements will be addressed during the review for building and fire plan check phases. There may be additional requirements during this time.
The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

ACCESS REQUIREMENTS

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

1. All on-site Fire Department vehicular access roads shall be labeled as "Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.
   a. The Fire Apparatus Access Road shall be cross-hatch on the site plan, with the width clearly noted on the plan.

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 the prescribed 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.

3. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.

4. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official.

5. Single-Family Detached Homes shall provide a minimum unobstructed width of 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access 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.

6. Attached Multi-Family Units: Where the highest roof surface exceeds 30 feet. For buildings where the vertical distance between the access roadway and the highest roof surface exceeds 30 feet, an approved fire apparatus access roadway with a minimum width of 28 feet, exclusive of shoulders, shall be provided in the immediate vicinity of the building or portion thereof. This roadway shall have an unobstructed clearance of clear to the sky. 503.2.1.2.2

7. Proximity to 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 shoulder, 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. 503.2.1.2.2.1
8. If the Fire Apparatus Access Road is separated by island, provide a minimum unobstructed width of 20 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Department vehicular access 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.

9. Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. Include the dimensions of the turnaround, with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.

10. Fire Department Access Roads shall be provided with a 32-foot centerline turning radius.

11. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000 lbs., and shall be surfaced with all-weather driving capabilities. Fire apparatus access roads having a grade of 10 percent or greater shall have a paved or concrete surface.

12. A minimum 5-foot wide approved firefighter access walkway leading from the fire department access road to all required openings in the building’s exterior walls shall be provided for firefighting and rescue purposes.

13. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Fire Code Section 503.2.1 shall be maintained at all times.

WATER SYSTEM REQUIREMENTS

1. All fire hydrants shall measure 6”x 4”x 2-1/2” brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.

2. The development may require fire flows up to 4,000 gallons per minute at 20 per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used.

3. All required public fire hydrants shall be installed and tested prior to beginning of construction.

4. The fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants. The fire hydrants shall meet the following requirements:

a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

For any questions regarding the report, please contact FPEA, Claudia Soiza at (323) 890-4243, or at Claudia.soiza@fire.lacounty.gov

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department’s Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

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

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

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comments or requirements for the project at this time. HHMD will provide comments and attempt to clear the project after the review of the pending EIR.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

Very truly yours,

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

RMD:jl
March 23, 2022

Beth Chow, Senior Planner
City of Norwalk
Community Development
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

Dear Ms. Chow:

NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT, "NORWALK ENTERTAINMENT DISTRICT - CIVIC CENTER SPECIFIC PLAN PROJECT" SEEKS TO IMPLEMENT THE CITY’S ECONOMIC DEVELOPMENT OPPORTUNITIES PLAN, WHICH IDENTIFIED THE PROJECT SITE AS AN AREA FOR THE PROMOTION OF ECONOMIC DEVELOPMENT, BY REVITALIZING THE PROJECT SITE WITH THE DEVELOPMENT OF A VIBRANT COMMUNITY-FOCUSED DEVELOPMENT, CITY OF NORWALK, FFER2022002337

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

The following are their comments:

PLANNING DIVISION:

1. Please confirm that the nearest fire station closest to and that serve the Site is Los Angeles County Fire Department – Station 20. What other stations will serve the Project Site in case of fire?

Yes, Fire Station 20 located at 12110 Adoree St., Norwalk, CA is the jurisdictional fire station for the Project Site.
Beth Chow, Senior Planner  
March 23, 2022  
Page 2

*Fire Station 115 located at 11317 Alondra Blvd., Norwalk, CA is the 2\textsuperscript{nd}-due station for the Project Site.* 

*Fire Station 96 located at 10630 S. Mills Ave., Whittier, CA is the 3\textsuperscript{rd} -due station for the Project Site.* 

2. Are there any service agreements with other local or regional fire agencies (other than LACoFD) that could additional support in the project site area? 

*Yes, LACoFD has an Automatic Aid Agreement with the City of Santa Fe Springs that could provide additional support in the project area.* 

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

**LAND DEVELOPMENT UNIT:**

The Land Development Unit is reviewing the proposed “ENVIRONMENTAL IMPACT REPORT FOR THE NORWALK ENTERTAINMENT DISTRICT-CIVIC CENTER SPECIFIC PLAN” Project for access and water system requirements. The Land Development Unit comments are only preliminary requirements. Specific fire and life safety requirements will be addressed during the review for building and fire plan check phases. There may be additional requirements during this time.

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

**ACCESS REQUIREMENTS**

1. The proposed development will require multiple ingress/egress access for the circulation of traffic, and emergency response issues.

2. All on-site Fire Department vehicular access roads shall be labeled as “Private Driveway and Fire Lane” on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.

   a. The Fire Apparatus Access Road shall be cross-hatch on the site plan, with the width clearly noted on the plan.

3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed 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.

4. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction.
5. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.

6. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official.

7. Provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Department vehicular access 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 when the height of the building above the lowest level of the Fire Department vehicular access road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 10 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

8. If the Fire Apparatus Access Road is separated by island, provide a minimum unobstructed width of 20 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Department vehicular access 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.

9. Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. Include the dimensions of the turnaround, with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.

10. Fire Department Access Roads shall be provided with a 32-foot centerline turning radius. Indicate the centerline, inside and outside turning radii for each change in direction on the site plan.

11. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000lbs., and shall be surfaced so as to provide all-weather driving capabilities. Fire apparatus access roads having a grade of 10 percent or greater shall have a paved or concrete surface.

12. A minimum 5-foot-wide approved firefighter access walkway leading from the fire department access road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Clearly identify firefighter walkway access routes on the site plan. Indicate the slope and walking surface material. Clearly show the required width on the site plan.

13. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Fire Code Section 503.2.1 shall be maintained at all times.
WATER SYSTEM REQUIREMENTS

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.

2. The development may require fire flows up to 4,000 gallons per minute at 20 per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used.

3. The fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants. The fire hydrants shall meet the following requirements:
   a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
   b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
   c. Additional hydrants will be required if hydrant spacing exceeds specified distances.

4. All private on-site fire hydrants shall be installed, tested and approved prior to building occupancy.
   a. Plans showing underground piping for private on-site fire hydrants shall be submitted to the Sprinkler Plan Check Unit for review and approval prior to installation.

5. All required public and private on-site fire hydrants shall be installed and tested Prior to the beginning of construction.

6. An approved automatic fire sprinkler system may be required for the proposed buildings within this development.

For any questions regarding the report, please contact Inspector, Claudia Soiza at (323) 890-4243, or at claudia.soiza@fire.lacounty.gov

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department’s Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the Oak
genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

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

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

**HEALTH HAZARDOUS MATERIALS DIVISION:**

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments regarding the letter entitled, "Request for Service Provider Information for the EIR for the Norwalk Entertainment District-Civic Center Specific Plan Project," dated March 1, 2022, prepared by Placeworks.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

Very truly yours,

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

RMD:jl
April 7, 2022

Beth Chow, Senior Planner
City of Norwalk
Community Development
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

Dear Ms. Chow:

NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT, "NORWALK ENTERTAINMENT DISTRICT - CIVIC CENTER SPECIFIC PLAN PROJECT" SEeks to IMPLEMENT THE CITY'S ECONOMIC DEVELOPMENT OPPORTUNITIES PLAN, WHICH IDENTIFIED THE PROJECT SITE AS AN AREA FOR THE PROMOTION OF ECONOMIC DEVELOPMENT, BY REVITALIZING THE PROJECT SITE WITH THE DEVELOPMENT OF A VIBRANT COMMUNITY-FOCUSED DEVELOPMENT, CITY OF NORWALK, FFER2022002337-REVISED

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

The following are their comments:

PLANNING DIVISION:

1. Please confirm that the nearest fire station closest to and that serve the Site is Los Angeles County Fire Department – Station 20. What other stations will serve the Project Site in case of fire?

Yes, Fire Station 20 located at 12110 Adoree St., Norwalk, CA is the jurisdictional fire station for the Project Site.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:
Fire Station 115 located at 11317 Alondra Blvd., Norwalk, CA is the 2nd-due station for the Project Site.

Fire Station 96 located at 10630 S. Mills Ave., Whittier, CA is the 3rd-due station for the Project Site.

2. Are there any service agreements with other local or regional fire agencies (other than LACoFD) that could additional support in the project site area?

   Yes, LACoFD has an Automatic Aid Agreement with the City of Santa Fe Springs that could provide additional support in the project area.

3. Please revise the information requested below regarding the equipment (e.g., engines, fire trucks, EMT vehicles) and daily staffing for each of the stations noted, as well as any other station(s) not noted but pertinent.

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
<th>Equipment</th>
<th>Daily Staffing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 20</td>
<td>12110 Adoree St.</td>
<td>Engine 20 (4-person)</td>
<td>2 captains, 2 firefighter</td>
</tr>
<tr>
<td></td>
<td>Norwalk, CA 90650</td>
<td>Squad 20 (2-person)</td>
<td>specialists, 4 firefighters,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Quint 20 (4-person)</td>
<td>2 firefighter paramedics</td>
</tr>
<tr>
<td>Other</td>
<td>Station: (if relevant)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station 115</td>
<td>11317 Alondra Blvd.</td>
<td>Engine 115 (3-person)</td>
<td>1 captain, 1 firefighter</td>
</tr>
<tr>
<td></td>
<td>Norwalk, CA 90650</td>
<td>Squad 115 (2-person)</td>
<td>specialist, 1 firefighter,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 firefighter paramedics</td>
</tr>
<tr>
<td>Station 96</td>
<td>10630 S. Mills Ave.</td>
<td>Engine 96 (3-person)</td>
<td>1 captain, 1 firefighter</td>
</tr>
<tr>
<td></td>
<td>Norwalk, CA 90604</td>
<td></td>
<td>specialist, 1 firefighter</td>
</tr>
</tbody>
</table>

Source: https://www.firedepartment.net/directory/california/los-angeles-county/norwalk/los-angeles-county-fire-department-station-20

4. What is LACoFD's response time goal/policy standard (in minutes) for responding to emergency and non-emergency calls in the service area? What is the current average response time?
The LACoFD uses the national guideline of a 5-minute response time for the 1st arriving unit and an 8 minute response time for advanced life support (paramedic) response in urban areas.

During 2021, Fire Station 20 had an average response time of 5:21 minutes.

5. Are there any existing deficiencies (personnel, equipment) in the fire protection service currently provided to the Project Site?

Fire protection serving the area appears to be adequate for the existing development/land uses; however, each additional development creates greater demands on existing resources.

6. Any existing plans for fire service facilities or expanded capacity (personnel, equipment, station) that would serve the Project Site?

LACoFD currently has no plans to construct new or expand existing fire stations in the project area.

7. What impact (if any) will the Proposed Project have on LACoFD’s ability to provide fire protection and emergency service to the planning area?

As stated above, fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demands on existing resources. However, the potential impact of this project by itself will not have a significant impact on services.

8. What major difference in service demands is anticipated by changing the land use from Institutional use to Specific Plan?

The LACoFD anticipates that no major difference in service demands would occur due to the change in land use and the development of this project.

9. What are the primary sources of funding for LACoFD operations and improvements? Do you collect development impact fees?

The LACoFD is primarily funded by a share of property tax and a Special Tax approved by the voters in June 1997.

The LACoFD does not collect a developer impact fee in the project area.

10. Please provide any additional comments you wish to make regarding the Proposed Project.

We have no additional comments.

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

The Land Development Unit is reviewing the proposed “ENVIRONMENTAL IMPACT REPORT FOR THE NORWALK ENTERTAINMENT DISTRICT-CIVIC CENTER SPECIFIC PLAN” Project for access and water system requirements. The Land Development Unit comments are only preliminary requirements. Specific fire and life safety requirements will be addressed during the review for building and fire plan check phases. There may be additional requirements during this time.

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

ACCESS REQUIREMENTS

1. The proposed development will require multiple ingress/egress access for the circulation of traffic, and emergency response issues.

2. All on-site Fire Department vehicular access roads shall be labeled as “Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.

   a. The Fire Apparatus Access Road shall be cross-hatch on the site plan, with the width clearly noted on the plan.

3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed 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.

4. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction.

5. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.

6. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official.

7. Provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Department vehicular access 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 when the height of the building above the lowest level of the Fire Department vehicular access road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 10 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
8. If the Fire Apparatus Access Road is separated by island, provide a minimum unobstructed width of 20 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access 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.

9. Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. Include the dimensions of the turnaround, with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.

10. Fire Department Access Roads shall be provided with a 32-foot centerline turning radius. Indicate the centerline, inside and outside turning radii for each change in direction on the site plan.

11. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000 lbs., and shall be surfaced so as to provide all-weather driving capabilities. Fire apparatus access roads having a grade of 10 percent or greater shall have a paved or concrete surface.

12. A minimum 5-foot-wide approved firefighter access walkway leading from the fire department access road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Clearly identify firefighter walkway access routes on the site plan. Indicate the slope and walking surface material. Clearly show the required width on the site plan.

13. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Fire Code Section 503.2.1 shall be maintained at all times.

WATER SYSTEM REQUIREMENTS

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.

2. The development may require fire flows up to 4,000 gallons per minute at 20 per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used.

3. The fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants. The fire hydrants shall meet the following requirements:

   a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

c. Additional hydrants will be required if hydrant spacing exceeds specified distances.

4. All private on-site fire hydrants shall be installed, tested and approved prior to building occupancy.

   a. Plans showing underground piping for private on-site fire hydrants shall be submitted to the Sprinkler Plan Check Unit for review and approval prior to installation.

5. All required public and private on-site fire hydrants shall be installed and tested prior to the beginning of construction.

6. An approved automatic fire sprinkler system may be required for the proposed buildings within this development.

For any questions regarding the report, please contact Inspector, Claudia Soiza at (323) 890-4243, or at claudia.soiza@fire.lacounty.gov

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department’s Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

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

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

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments regarding the letter entitled, “Request for Service Provider Information for the EIR
Beth Chow, Senior Planner
April 7, 2022
Page 7

for the Norwalk Entertainment District-Civic Center Specific Plan Project,” dated March 1, 2022, prepared by Placeworks.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

Very truly yours,

[Signature]

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

RMD:jl
February 22, 2022

Ref. DOC 6455564

Beth Chow, AICP, Senior Planner
City of Norwalk
Community Development, Room 12
12700 Norwalk Boulevard
Norwalk, CA 90650

Dear Ms. Chow:

**NOP Response to Norwalk Entertainment District – Civic Center Specific Plan Project**

The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation (NOP) of an Environmental Impact Report for the subject project on February 7, 2022. The proposed project is located within the jurisdictional boundaries of District No. 18. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts’ North Norwalk Trunk Sewer, located in Norwalk Boulevard. The Districts’ 15-inch diameter trunk sewer has a capacity of 1.8 million gallons per day (mgd) and conveyed a peak flow of 0.4 mgd when last measured in 2019.

2. The expected average wastewater flow from the project site, described in the NOP as up to 400 residential units and 150,000 square feet commercial uses, is 111,150 gallons per day. For a copy of the Districts’ average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

3. The wastewater generated by the proposed project will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 23.1 mgd.

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

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

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

Very truly yours,

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

cc: A. Schmidt
    A. Howard
March 8, 2022

Ms. Beth Chow, Senior Planner
City of Norwalk, Community Development
12700 Norwalk Boulevard
Norwalk, California 90650
Phone: (562) 929-5953
E-mail: bcchow@norwalkca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report
for the Norwalk Entertainment District - Civic Center Specific Plan [SCAG NO. IGR10566]

Dear Ms. Chow,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Norwalk Entertainment District - Civic Center Specific Plan (“proposed project”) to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG’s adopted regional plans, to be determined by the lead agencies.¹

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG’s feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Norwalk Entertainment District - Civic Center Specific Plan. The proposed project includes the construction of a mixed-use development with up to 400 residential units and up to 150,000 square feet of commercial uses, including a mix of food and beverage establishments, retail, commercial, health and wellness facilities, and office uses on a 12.2-acre site.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Intergovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you.

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.
COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
NORWALK ENTERTAINMENT DISTRICT - CIVIC CENTER SPECIFIC PLAN [SCAG NO. IGR10566]

CONSISTENCY WITH CONNECT SOCAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency with Connect SoCal.

CONNECT SOCAL GOALS

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

<table>
<thead>
<tr>
<th>SCAG CONNECT SOCAL GOALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal #1: Encourage regional economic prosperity and global competitiveness</td>
</tr>
<tr>
<td>Goal #2: Improve mobility, accessibility, reliability and travel safety for people and goods</td>
</tr>
<tr>
<td>Goal #3: Enhance the preservation, security, and resilience of the regional transportation system</td>
</tr>
<tr>
<td>Goal #4: Increase person and goods movement and travel choices within the transportation system</td>
</tr>
<tr>
<td>Goal #5: Reduce greenhouse gas emissions and improve air quality</td>
</tr>
<tr>
<td>Goal #6: Support healthy and equitable communities</td>
</tr>
<tr>
<td>Goal #7: Adapt to a changing climate and support an integrated regional development pattern and transportation network</td>
</tr>
<tr>
<td>Goal #8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel</td>
</tr>
<tr>
<td>Goal #9: Encourage development of diverse housing types in areas that are supported by multiple transportation options</td>
</tr>
<tr>
<td>Goal #10: Promote conservation of natural and agricultural lands and restoration of habitats</td>
</tr>
</tbody>
</table>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:
Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage.

Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG’s 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California’s GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal’s Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect...
SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report. The growth forecasts for the region and applicable jurisdictions are below.

<table>
<thead>
<tr>
<th>Adopted SCAG Region Wide Forecasts</th>
<th>Adopted City of Norwalk Forecasts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 2020</td>
<td>Year 2030</td>
</tr>
<tr>
<td>Households</td>
<td>6,333,458</td>
</tr>
<tr>
<td>Employment</td>
<td>8,695,427</td>
</tr>
</tbody>
</table>

**MITIGATION MEASURES**

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG’s Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site-specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.
Notice of Preparation of an Environmental Impact Report for the Norwalk Entertainment District-Civic Center Specific Plan (Proposed Project)

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

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

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

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of

\(^{1}\) South Coast AQMD’s CEQA Handbook and other resources for preparing air quality analyses can be found at: [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook).

\(^{2}\) CalEEMod is available free of charge at: [www.caleemod.com](http://www.caleemod.com).


heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD’s regional air quality CEQA operational thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

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

**Mitigation Measures**

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD’s CEQA Air Quality Handbook¹, South Coast AQMD’s Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan⁶, and Southern California Association of Government’s Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy⁷.

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

Sincerely,

*Lijin Sun*

Lijin Sun  
Program Supervisor, CEQA IGR  
Planning, Rule Development & Area Sources

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⁵ South Coast AQMD’s guidance for performing a mobile source health risk assessment can be found at:  

⁶ South Coast AQMD’s 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).

⁷ Southern California Association of Governments’ 2020-2045 RTP/SCS can be found at:  
I wanted to express my support for the housing component of the plan, as it has the potential to increase housing density in urban centers. This will allow for less vehicle miles traveled, with residents living near their employment centers in a mixed-use development where they can access commercial businesses and job opportunities without driving.

Name: Jesse Flores

Address: 

Please return this comment card to Beth Chow, AICP, Senior Planner, at the end of the Scoping Meeting, fold in half, staple, and mail to the City of Norwalk using the address provided (see reverse). Comments may also be submitted via email to bhchow@norwalkca.gov. Beth may be reached at (562) 929-5963. Comments must be submitted by March 9, 2022.
Dear Beth Chow,

As a Norwalk resident, I thank you for accepting my input/concerns regarding CEQA impacts for the Norwalk Entertainment District Development. Today I write to you to consider the proposed development’s following environmental benefits and concerns.

I’d like to express my support for the project’s mixed-use development, as it will allow for Norwalk residents to live, play, and work in one area without having to rely on a car. As described by Caltrans’ “Vehicle Miles Traveled-Focused Transportation Impact Study Guide,” a mixed-use project can help reduce vehicle miles traveled (VMT) since it can foster higher levels of walking, cycling, and transit as well as lower average trip length. As a result, the development could then improve air quality, reduce greenhouse gas emissions, and reduce traffic in the long run.

However, it is important for this project to also include affordable housing units, so that families with diverse incomes are able to live there and not have to commute by car from elsewhere to visit Norwalk. With new development, there must be efforts to prevent displacement due to rent increases that may occur in surrounding areas. An inclusive development with affordable units will help keep families from having to move out of Norwalk and travel by car from farther away. Ultimately, this will also help keep VMT down in an equitable way.

Thank you for your time.

Best,
Tonalli Gallegos-Solorzano
To whom it may concern,

I've been a life-long Norwalk resident. It has come to my attention that there are plans to develop the City Hall lawn into some sort of retail space. I have many concerns about this project as do my neighbors. We all feel as if we have been kept in the dark about this and there is little or no information reaching us other than very limited social media which reaches only a very small percentage of residents with very limited information.

We value or community meeting space at the lawn. As you know, space is a very precious commodity and once it's gone, it's gone forever. Generations have raised our children here with the Easter Egg Hunt, Fourth of July Fireworks, Summer Concerts, and carnivals. We love our lawn and turning it into a strip-mall will hurt many of the small businesses in our community.

I believe if more information was getting to the residents, you would have a cleared picture of whether or not the community wants or needs this development. After all, there are plenty of other un-occupied properties in Norwalk that could support this enterprise without taking the lawn (community space) away.

I know Primestor Development, Inc claims to have reached out to the community but I believe this to be pure deception. No one that I have spoken to in my neighborhood was contacted Primestor or is aware of what is planned. I do not believe Primestor Development, Inc is being completely truthful with you when they state they have conducted appropriate community outreach. If anything, they have only performed the bare minimum by contract. I urge you to please review their claims.

I plead with you do delay this process until all Norwalk residents have had a fair opportunity to weigh in on whether or not this enterprise is right for our community.

Thank you for your time
Michael Helm
Hi Beth,

As a Norwalk resident, I thank you for accepting my input/concerns regarding CEQA impacts for the Norwalk Entertainment District Development. Today I write to you to consider the proposed development’s following environmental benefits and concerns.

I’d like to express my support for the project’s mixed-use development, as it will allow for Norwalk residents to live, play, and work in one area without having to rely on a car. As described by Caltrans’ “Vehicle Miles Traveled-Focused Transportation Impact Study Guide,” a mixed-use project can help reduce vehicle miles traveled (VMT) since it can foster higher levels of walking, cycling, and transit as well as lower average trip length. As a result, the development could then improve air quality, reduce greenhouse gas emissions, and reduce traffic in the long run.

However, it is important for this project to also include affordable housing units, so that families with diverse incomes are able to live there and not have to commute by car from elsewhere to visit Norwalk. With new development, there must be efforts to prevent displacement due to rent increases that may occur in surrounding areas. An inclusive development with affordable units will help keep families from having to move out of Norwalk and travel by car from farther away. Ultimately, this will also help keep VMT down in an equitable way.

Thank you for your time.

Jesse Flores
--
Jesse Flores
He/Him/His
Dear Beth Chow-

Thank you for accepting public comment regarding CEQA impacts for the Norwalk Entertainment District. My name is Gema Rodriguez and Norwalk is the only home I have ever known. First, I want to ensure our communities best interest is at the forefront when evaluating for environmental impacts, especially because the development will be built on city owned property. A few of the of the topics I want to touch on that are going to be evaluated in the EIR are: air quality, greenhouse emission gases, housing, agriculture, culture and recreation.

I believe the proposed development will decrease greenhouse emission gases and improve our air quality by allowing the community to live, work, and play in the same vicinity. This will reduce vehicle miles traveled along with the developments’ relatively close proximity to public transportation.

As housing is included in the development, I want to advocate for affordable housing. Housing that current Norwalk residents will be able to afford, single income households, and fixed income households. We are all too familiar with the recurring narrative and reality of developments driving property value up, property owners capitalizing on that, leaving locals with no other option but to relocate because they can no longer afford housing. Housing for various household compositions should also be considered.

With agriculture I want to speak more specifically to the current landscape and vegetation as well as what will be added. By preserving existing trees and adding vegetation that is native to California: trees, shrubs, grasses that are drought tolerant, require conservative water consumption, and can sustain local wildlife; We can help keep the integrity of our ecosystem.

Last but not least impacts to our cultural and recreational environment. The city hall lawn has always served as a neutral, central place for the community to congregate. Many organizations, businesses, and city departments currently utilize the lawn space, If and so when construction phase commences, all these groups will find themselves displaced. To minimize its effects, those who utilize the lawn ( parks & rec, farmers market, sheriff explore academy etc) should be properly relocated before construction commences.

Thank you so much for your consideration.

Gema
VIA E-MAIL

February 17, 2022

Beth Chow, AICP, Senior Planner
City of Norwalk
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650
Em: bchow@norwalkca.gov

Theresa Devoy, City Clerk
City of Norwalk
12700 Norwalk Boulevard, Room 10
Norwalk, CA 90650
Em: clerk@norwalkca.gov

RE: Norwalk Entertainment District-Civic Center Specific Plan Project (SCH#: 2022020128)

Dear Beth Chow and Theresa Devoy,

On behalf of the Southwest Regional Council of Carpenters (“SWRCC” or “Southwest Carpenters”), my Office is submitting these comments on the City of Norwalk’s (“City” or “Lead Agency”) Notice of Preparation of a Draft Environmental Impact Report (“NOP”) for the Norwalk Entertainment District-Civic Center Specific Plan Project (“Project”).

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

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

SWRCC expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this

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

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

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

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

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the
reduction would vary based on the location and urbanization level of the project site.


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

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

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

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

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City “[c]ontribute to the stabilization of regional

construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”4 In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”5

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.6

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

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than

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5 City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).
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.

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

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

I. THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

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

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). See also, Berkeley Jets, 91 Cal. App. 4th 1344, 1354; Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal. 3d 553; Laurel Heights Improvement Ass’n v. Regents of the University of California (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may
approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” Berkeley Jets, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting Laurel Heights, 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. (Sierra Club v. Cnty. of Fresno (2018) 6 Cal. 5th 502, 515; Madera Oversight Coalition, Inc. v. County of Madera (2011) 199 Cal. App. 4th 48, 102, 131.) As the court stated in Berkeley Jets, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. Communities for a Better Environment v. Richmond (2010) 184 Cal. App. 4th 70, 80 (quoting Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova (2007) 40 Cal. 4th 412, 449–450).
B. **Due to the COVID-19 Crisis, the District Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts**

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

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.8

Southwest Carpenters recommend that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project’s construction activities. Southwest Carpenters 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 Southwest Carpenters’ experience with safe construction site work practices, Southwest Carpenters 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.

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• 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.9

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.

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Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment ("ICRA") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.¹⁰

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

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

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

Sincerely,

__________________________
Mitchell M. Tsai
Attorneys for Southwest Regional Council of Carpenters

Attached:

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

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

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

¹⁰ For details concerning Southwest Carpenters’s ICRA training program, see https://icrahealthcare.com/.
March 8, 2021

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

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

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

Worker Trips and Greenhouse Gas Calculations

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

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

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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. 4

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

\[
\text{VMT}_d = \sum (\text{Average Daily Trip Rate}_i \times \text{Average Overall Trip Length}_i)n
\]

Where:

\[ n = \text{Number of land uses being modeled.}\]

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

\[
\text{Emissions}_{\text{pollutant}} = \text{VMT} \times \text{EF}_{\text{running,pollutant}}
\]

Where:

\[
\begin{align*}
\text{Emissions}_{\text{pollutant}} & = \text{emissions from vehicle running for each pollutant} \\
\text{VMT} & = \text{vehicle miles traveled} \\
\text{EF}_{\text{running,pollutant}} & = \text{emission factor for running emissions.}
\end{align*}
\]

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

Default Worker Trip Parameters and Potential Local Hire Requirements

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

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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. 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. Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips. 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).

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).

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<th>Worker Trip Length by Air Basin</th>
<th>Rural (miles)</th>
<th>Urban (miles)</th>
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<tr>
<td>Great Basin Valleys</td>
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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. 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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<td>% Decrease in Construction-related GHG Emissions</td>
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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.

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

Sincerely,

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

Paul E. Rosenfeld, Ph.D.
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1.2 Other Project Characteristics

- Urbanization: Urban
- Wind Speed (m/s): 2.2
- Precipitation Freq (Days): 33
- Climate Zone: 9
- Operational Year: 2028

- Utility Company: Southern California Edison

- CO2 Intensity (lb/MWhr): 702.44
- CH4 Intensity (lb/MWhr): 0.029
- N2O Intensity (lb/MWhr): 0.006

1.3 User Entered Comments & Non-Default Data
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.

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### 2.1 Overall Construction

#### Unmitigated Construction

| Year | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------|-----|-----|----|-----|--------------|--------------|------------|---------------|---------------|------------|----------|---------|----------|---------|-----|-----|------|
| 2021 | 0.1713 | 1.8242 | 1.1662 | 2.4000e-003 | 0.4169 | 0.0817 | 0.4986 | 0.1795 | 0.0754 | 0.2549 | 0.0000 | 213.1969 | 213.1969 | 0.0601 | 0.0000 | 214.6993 |
| 2022 | 0.6904 | 4.1142 | 6.1625 | 0.0189 | 1.3058 | 0.1201 | 1.4259 | 0.3460 | 0.1128 | 0.4588 | 0.0000 | 1,721.682 | 6 | 1,721.682 | 6 | 0.1294 | 0.0000 | 1,724.918 |
| 2023 | 0.6148 | 3.3649 | 5.6747 | 0.0178 | 1.1983 | 0.0996 | 1.2999 | 0.3203 | 0.0935 | 0.4138 | 0.0000 | 1,627.529 | 5 | 1,627.529 | 5 | 0.1185 | 0.0000 | 1,630.492 |
| 2024 | 4.1619 | 0.1335 | 0.2810 | 5.9000e-004 | 0.0329 | 6.4700e-003 | 6.0000e-003 | 6.0400e-003 | 0.0147 | 0.0000 | 52.9078 | 52.9078 | 52.9078 | 8.0200e-003 | 0.0000 | 53.1082 |
| Maximum | 4.1619 | 4.1142 | 6.1625 | 0.0189 | 1.3058 | 0.1201 | 1.4259 | 0.3460 | 0.1128 | 0.4588 | 0.0000 | 1,721.682 | 6 | 1,721.682 | 6 | 0.1294 | 0.0000 | 1,724.918 |
### 2.1 Overall Construction

#### Mitigated Construction

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| 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 |

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2.2 Overall Operational

Unmitigated Operational

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Unmitigated Operational

9-1-2023 - 11-30-2023

12-1-2023 - 2-29-2024

3-1-2024 - 5-31-2024

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### 2.2 Overall Operational

#### Mitigated Operational

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#### Percent Reduction

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### 3.0 Construction Detail

#### Construction Phase

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

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

**Acres of Paving: 0**

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

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<th>Load Factor</th>
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**Trips and VMT**
### 3.2 Demolition - 2021

#### Unmitigated Construction On-Site

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#### 3.1 Mitigation Measures Construction
## 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

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<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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### Mitigated Construction On-Site

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### 3.2 Demolition - 2021

#### Mitigated Construction Off-Site

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<th>CO2e</th>
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### 3.3 Site Preparation - 2021

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### 3.3 Site Preparation - 2021

#### Unmitigated Construction Off-Site

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

#### Mitigated Construction On-Site

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

**Unmitigated Construction Off-Site**

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

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

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

| Category       | ROG | NOx | CO  | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------|-----|-----|-----|-----|----------------|---------------|------------|----------------|---------------|------------|-----------|-----------|-----------|-----------|-----|-----|------|
| Fugitive Dust  | 0.1741 | 0.0000 | 0.0000 | 0.1741 | 0.0000 | 0.0693 | 0.0693 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road       | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0347 | 0.0347 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |
| Total          | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741 | 0.0377 | 0.2118 | 0.0693 | 0.0347 | 0.1040 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |
3.4 Grading - 2021

**Unmitigated Construction Off-Site**

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**Mitigated Construction On-Site**

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### 3.4 Grading - 2021

#### Mitigated Construction Off-Site

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### 3.4 Grading - 2022

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### 3.4 Grading - 2022

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### 3.4 Grading - 2022

#### Mitigated Construction Off-Site

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<th>Exhaust PM2.5 tons/yr</th>
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<th>NBio-CO2 MT/yr</th>
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### 3.5 Building Construction - 2022

#### Unmitigated Construction On-Site

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### Building Construction - 2022

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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<tbody>
<tr>
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### 3.5 Building Construction - 2022

#### Mitigated Construction Off-Site

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| Worker       | 0.4088 | 0.3066    | 3.5305 | 0.0107  | 1.1103        | 8.8700e-003 | 1.1192      | 0.2949         | 8.1700e-003  | 0.0301     | 0.0000   | 966.8117 | 966.8117 | 0.0266 | 0.0000 | 967.4773
| Total        | 0.4616 | 2.0027    | 3.9885 | 0.0152  | 1.2243        | 0.0121       | 1.2363      | 0.3278         | 0.0112        | 0.3390     | 0.0000   | 1,408.795 | 1,408.795 | 0.0530 | 0.0000 | 1,410.120 |

### 3.5 Building Construction - 2023

#### Unmitigated Construction On-Site

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### 3.5 Building Construction - 2023

#### Unmitigated Construction Off-Site

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<th>Bio-CO2</th>
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<th>Total CO2</th>
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#### Mitigated Construction On-Site

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### 3.5 Building Construction - 2023

#### Mitigated Construction Off-Site

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### 3.6 Paving - 2023

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### 3.7 Architectural Coating - 2024

**Unmitigated Construction On-Site**

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### 3.7 Architectural Coating - 2024

#### Unmitigated Construction Off-Site

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<th>Exhaust PM10</th>
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<th>Exhaust PM2.5</th>
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#### Mitigated Construction On-Site

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<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tr>
<td>Archit. Coating</td>
<td>4.1372</td>
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<tr>
<td>Off-Road</td>
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<td><strong>4.4745</strong></td>
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### 3.7 Architectural Coating - 2024

#### Mitigated Construction Off-Site

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

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile
| Category     | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----|-----|----|-----|---------------|--------------|------------|---------------|--------------|------------|---------|--------|----------|---------|-----|-----|-------|
| Mitigated    | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7.620.498 | 6 | 0.3407 | 0.0000 | 7.629.016 | 2 |
| Unmitigated  | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7.620.498 | 6 | 0.3407 | 0.0000 | 7.629.016 | 2 |

### 4.2 Trip Summary Information

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<td>Sunday</td>
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### 4.3 Trip Type Information
### 4.4 Fleet Mix

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<th>LDT2</th>
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<th>OBUS</th>
<th>USUB</th>
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<th>MH</th>
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<td>0.209971</td>
<td>0.116369</td>
<td>0.014033</td>
<td>0.006332</td>
<td>0.021166</td>
<td>0.033577</td>
<td>0.002613</td>
<td>0.001817</td>
<td>0.005285</td>
<td>0.000712</td>
<td>0.000821</td>
</tr>
<tr>
<td>Apartments Mid Rise</td>
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<td>0.044216</td>
<td>0.209971</td>
<td>0.116369</td>
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<td>0.001817</td>
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<td>0.000821</td>
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<td>0.209971</td>
<td>0.116369</td>
<td>0.014033</td>
<td>0.006332</td>
<td>0.021166</td>
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### 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

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<td>0.0215</td>
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### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

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<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
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<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
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## 5.3 Energy by Land Use - Electricity

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Unmitigated

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual
### 5.3 Energy by Land Use - Electricity

#### Mitigated

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### 6.0 Area Detail

### 6.1 Mitigation Measures Area
### 6.2 Area by SubCategory

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### 6.2 Area by SubCategory

#### Mitigated

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<tr>
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<td>7.5079</td>
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<tr>
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### 7.2 Water by Land Use

#### Mitigated

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<td>0.0416</td>
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<tr>
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<td>11.3934</td>
<td>0.0796</td>
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### 8.0 Waste Detail

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## 8.2 Waste by Land Use

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### 8.2 Waste by Land Use

#### Mitigated

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<td>5.1393</td>
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<td>Hotel</td>
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### 9.0 Operational Offroad

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### 10.0 Stationary Equipment

#### Fire Pumps and Emergency Generators

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<th>Hours/Year</th>
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11.0 Vegetation
## 1.0 Project Characteristics

### 1.1 Land Usage

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<th>Metric</th>
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### 1.2 Other Project Characteristics

- **Urbanization**: Urban
- **Wind Speed (m/s)**: 2.2
- **Precipitation Freq (Days)**: 33
- **Climate Zone**: 9
- **Operational Year**: 2028
- **Utility Company**: Southern California Edison

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

- **CO2 Intensity (lb/MWhr)**: 702.44
- **CH4 Intensity (lb/MWhr)**: 0.029
- **N2O Intensity (lb/MWhr)**: 0.006
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.

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### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

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<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
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<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
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</table>
### 2.1 Overall Construction (Maximum Daily Emission)

#### Mitigated Construction

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<th>ROG</th>
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<th>SO2</th>
<th>Fugitive PM10</th>
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#### Percent Reduction

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## 2.2 Overall Operational

### Unmitigated Operational

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### Mitigated Operational

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## 3.0 Construction Detail

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

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

**Acres of Paving:** 0

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

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<th>Horse Power</th>
<th>Load Factor</th>
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**Trips and VMT**
### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2021

#### Unmitigated Construction On-Site

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#### Fugitive Dust

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#### Off-Road

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#### Total

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### 3.2 Demolition - 2021

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
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<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
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<th>CO2e</th>
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### 3.2 Demolition - 2021

**Mitigated Construction Off-Site**

| Category     | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e |
|--------------|------|------|------|------|----------------|--------------|------------|----------------|--------------|------------|----------|---------|----------|-----------|------|------|------|
| Hauling      | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2669 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | 1,292.241 | 3 | 1,292.241 | 3 | 0.0877 | 1,294.433 |
| Vendor       | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 3 | 170.8155 | 3 | 5.0300e-003 | 170.9413 |
| **Total**    | 0.1916 | 4.1394 | 1.5644 | 0.0136 | 0.4346 | 0.0139 | 0.4485 | 0.1176 | 0.0133 | 0.1309 | 1,463.056 | 8 | 1,463.056 | 8 | 0.0927 | 1,465.375 |

### 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| Category     | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e |
|--------------|------|------|------|------|----------------|--------------|------------|----------------|--------------|------------|----------|---------|----------|-----------|------|------|------|
| Fugitive Dust | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road     | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | 1.8809 | 3,685.656 | 9 | 3,685.656 | 9 | 1.1920 | 3,715.457 |
### 3.3 Site Preparation - 2021

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

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### 3.4 Grading - 2021

**Unmitigated Construction On-Site**

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### 3.4 Grading - 2021

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.4 Grading - 2021

#### Mitigated Construction Off-Site

| Category      | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-----|-----|----|-----|---------------|--------------|------------|---------------|--------------|------------|----------|---------|-----------|----------|-----|-----|------|
| Hauling       | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor        | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 0.0993 | 1.6600e-003 | 0.0610 | 227.7540 | 227.7540 | 6.7100e-003 | 227.9217 |
| Total         | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0993 | 1.6600e-003 | 0.0610 | 227.7540 | 227.7540 | 6.7100e-003 | 227.9217 |

### 3.4 Grading - 2022

#### Unmitigated Construction On-Site

| Category      | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-----|-----|----|-----|---------------|--------------|------------|---------------|--------------|------------|----------|---------|-----------|----------|-----|-----|------|
| Fugitive Dust | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | 0.0000 | 0.0000 | 0.0000 | 6,011.410 | 5 | 6,011.410 | 6,011.410 | 1.9442 | 6,060.015 |
| Off-Road      | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 6,011.410 | 5 | 6,011.410 | 6,011.410 | 1.9442 | 6,060.015 |
| Total         | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 6,011.410 | 5 | 6,011.410 | 6,011.410 | 1.9442 | 6,060.015 |
3.4 Grading - 2022

Unmitigated Construction Off-Site

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Mitigated Construction On-Site

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### 3.4 Grading - 2022

#### Mitigated Construction Off-Site

| Category  | ROG  | NOx  | CO    | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O | CO2e |
|-----------|------|------|-------|------|---------------|--------------|------------|----------------|---------------|------------|----------|----------|----------|----------|------|-----|------|
| Hauling   | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor    | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 0.3432 | 0.7432 | 0.2236 | 1.7530e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 219.7425 | 219.7425 | 6.0600e-003 | 219.8941 |
| Total     | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 219.7425 | 219.7425 | 6.0600e-003 | 219.8941 |

#### 3.5 Building Construction - 2022

#### Unmitigated Construction On-Site

| Category  | ROG  | NOx  | CO    | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O | CO2e |
|-----------|------|------|-------|------|---------------|--------------|------------|----------------|---------------|------------|----------|----------|----------|----------|------|-----|------|
| Off-Road  | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 2,554.333 | 6 | 2,554.333 | 6 | 0.6120 | 2,559.632 |
| Total     | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 2,554.333 | 6 | 2,554.333 | 6 | 0.6120 | 2,559.632 |
### 3.5 Building Construction - 2022

#### Unmitigated Construction Off-Site

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### 3.5 Building Construction - 2022

#### Mitigated Construction Off-Site

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### 3.5 Building Construction - 2023

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### 3.5 Building Construction - 2023

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### 3.6 Paving - 2023

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### 3.6 Paving - 2023

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### 3.6 Paving - 2024

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#### Mitigated Construction On-Site

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### 3.7 Architectural Coating - 2024
**Unmitigated Construction On-Site**

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### 3.7 Architectural Coating - 2024

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile
### 4.2 Trip Summary Information

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### 4.3 Trip Type Information
### 4.4 Fleet Mix

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<td>0.0063</td>
<td>0.0211</td>
<td>0.0335</td>
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<td>0.0018</td>
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<td>0.0007</td>
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<tr>
<td>Apartments Mid Rise</td>
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<td>0.0924</td>
<td>0.0163</td>
<td>0.0143</td>
<td>0.0063</td>
<td>0.0211</td>
<td>0.0335</td>
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### 5.0 Energy Detail

Historical Energy Use: N

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<th>SO2 lb/day</th>
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<th>Fugitive PM2.5 lb/day</th>
<th>Exhaust PM2.5 lb/day</th>
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<th>NBio- CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
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## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

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CalEEMod Version: CalEEMod.2016.3.2
Date: 1/6/2021 1:54 PM

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer
### 5.2 Energy by Land Use - NaturalGas

#### Mitigated

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<th>PM2.5 Total</th>
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6.2 Area by SubCategory

Mitigated

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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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10.0 Stationary Equipment
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### User Defined Equipment

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#### 11.0 Vegetation
## 1.0 Project Characteristics

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### 1.2 Other Project Characteristics

- **Urbanization**: Urban
- **Wind Speed (m/s)**: 2.2
- **Precipitation Freq (Days)**: 33
- **Climate Zone**: 9
- **Operational Year**: 2028
- **Utility Company**: Southern California Edison

#### Emissions Intensities

- **CO2 Intensity (lb/MWhr)**: 702.44
- **CH4 Intensity (lb/MWhr)**: 0.029
- **N2O Intensity (lb/MWhr)**: 0.006

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

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

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

**Acres of Paving: 0**

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

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Trips and VMT
3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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### 3.2 Demolition - 2021

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### 3.2 Demolition - 2021

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#### Mitigated Construction On-Site

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### 3.4 Grading - 2022

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### 3.5 Building Construction - 2022

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#### Mitigated Construction On-Site

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### 3.5 Building Construction - 2022

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### 3.5 Building Construction - 2023

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### 3.5 Building Construction - 2023

#### Unmitigated Construction Off-Site

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# 3.5 Building Construction - 2023

## Mitigated Construction Off-Site

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# 3.6 Paving - 2023

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### 3.6 Paving - 2023

#### Unmitigated Construction Off-Site

| Category       | ROG   | NOx   | CO    | SO2   | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4   | N2O   | CO2e  |
|----------------|-------|-------|-------|-------|---------------|--------------|------------|---------------|---------------|------------|-----------|----------|----------|-----------|-------|-------|-------|
| Hauling        | 0.0000| 0.0000| 0.0000| 0.0000| 0.0000        | 0.0000       | 0.0000     | 0.0000        | 0.0000        | 0.0000     | 0.0000   | 0.0000   | 0.0000   | 0.0000   | 0.0000   | 0.0000 |
| Vendor         | 0.0000| 0.0000| 0.0000| 0.0000| 0.0000        | 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     | 1.495081 | 149.5081 | 3.8500e-003 | 149.6043 |
| Total          | 0.0633| 0.0400| 0.4677| 1.5000e-003 | 0.1677       | 1.2800e-003 | 0.1689     | 0.0445        | 1.1700e-003 | 0.0456     | 1.495081 | 149.5081 | 3.8500e-003 | 149.6043 |

#### Mitigated Construction On-Site

| Category       | ROG   | NOx   | CO    | SO2   | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4   | N2O   | CO2e  |
|----------------|-------|-------|-------|-------|---------------|--------------|------------|---------------|---------------|------------|-----------|----------|----------|-----------|-------|-------|-------|
| Off-Road       | 1.0327| 10.1917| 14.5842 | 0.0228 | 0.5102        | 0.5102       | 0.4694     | 0.4694        | 0.0000        | 2,207.584  | 2,207.584 | 0.7140   | 2,225.433 |
| Paving         | 0.0000| 0.0000| 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000        | 0.0000        | 0.0000     | 0.0000   | 0.0000   | 0.0000   | 0.0000   | 0.0000   | 0.0000 |
| Total          | 1.0327| 10.1917| 14.5842 | 0.0228 | 0.5102        | 0.5102       | 0.4694     | 0.4694        | 0.0000        | 2,207.584  | 2,207.584 | 0.7140   | 2,225.433 |
### 3.6 Paving - 2023
#### Mitigated Construction Off-Site

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### 3.6 Paving - 2024

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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## 3.6 Paving - 2024

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## 3.7 Architectural Coating - 2024

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### 3.7 Architectural Coating - 2024

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#### Mitigated Construction On-Site

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## 3.7 Architectural Coating - 2024

### Mitigated Construction Off-Site

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<th>NOx lb/day</th>
<th>CO lb/day</th>
<th>SO2 lb/day</th>
<th>Fugitive PM10 lb/day</th>
<th>Exhaust PM10 lb/day</th>
<th>PM10 Total lb/day</th>
<th>Fugitive PM2.5 lb/day</th>
<th>Exhaust PM2.5 lb/day</th>
<th>PM2.5 Total lb/day</th>
<th>Bio-CO2 lb/day</th>
<th>NBio-CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
<th>N2O lb/day</th>
<th>CO2e lb/day</th>
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## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile
### 4.2 Trip Summary Information

<table>
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<th>Land Use</th>
<th>Average Daily Trip Rate</th>
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<td>Saturday</td>
<td>Sunday</td>
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### 4.3 Trip Type Information
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<tr>
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<th>Miles</th>
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<th>Trip Purpose %</th>
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<td>H-S or C-C</td>
<td>H-O or C-NW</td>
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<td>16.60</td>
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<tr>
<td>Quality Restaurant</td>
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### 4.4 Fleet Mix

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<th>LDT2</th>
<th>MDV</th>
<th>LHD1</th>
<th>LHD2</th>
<th>MHD</th>
<th>HHD</th>
<th>OBUS</th>
<th>UBUS</th>
<th>MCY</th>
<th>SBUS</th>
<th>MH</th>
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<td>0.11</td>
<td>0.01</td>
<td>0.01</td>
<td>0.02</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
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<td>Apartments Mid Rise</td>
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<td>0.01</td>
<td>0.02</td>
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<tr>
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<td>0.01</td>
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<td>0.02</td>
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<tr>
<td>Quality Restaurant</td>
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<td>0.20</td>
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<td>0.01</td>
<td>0.01</td>
<td>0.02</td>
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<td>0.00</td>
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<tr>
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<td>0.20</td>
<td>0.11</td>
<td>0.01</td>
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### 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy
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<th>ROG lb/day</th>
<th>NOx lb/day</th>
<th>CO lb/day</th>
<th>SO2 lb/day</th>
<th>PM10 Fugitive</th>
<th>PM10 Exhaust</th>
<th>PM10 Total</th>
<th>PM2.5 Fugitive</th>
<th>PM2.5 Exhaust</th>
<th>PM2.5 Total</th>
<th>Bio-CO2 lb/day</th>
<th>NBio-CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
<th>N2O lb/day</th>
<th>CO2e lb/day</th>
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<tbody>
<tr>
<td>NaturalGas</td>
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<td>4.2573</td>
<td>0.0418</td>
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<td>0.5292</td>
<td>0.5292</td>
<td>0.5292</td>
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<td>8,355.983</td>
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<td>0.1532</td>
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<td>8,405.638</td>
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<td>8,355.983</td>
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### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

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<th>CO</th>
<th>SO2</th>
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<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
<td>Apartments Low Rise</td>
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<tr>
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### 5.2 Energy by Land Use - Natural Gas

**Mitigated**

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<th>Land Use</th>
<th>NaturalGas Use</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
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### 6.0 Area Detail

#### 6.1 Mitigation Measures Area
### 6.2 Area by SubCategory

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### 6.2 Area by SubCategory

**Mitigated**

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### 7.0 Water Detail

#### 7.1 Mitigation Measures Water

### 8.0 Waste Detail

#### 8.1 Mitigation Measures Waste

### 9.0 Operational Offroad

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<th>Load Factor</th>
<th>Fuel Type</th>
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### 10.0 Stationary Equipment
### Fire Pumps and Emergency Generators

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### Boilers

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### User Defined Equipment

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### 11.0 Vegetation
1.0 Project Characteristics

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1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data
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

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CalEEMod Version: CalEEMod.2016.3.2

Date: 1/12/2021 2:26 PM
## 2.1 Overall Construction
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<th>CO (tons/yr)</th>
<th>SO2 (MT/yr)</th>
<th>Fugitive PM10 (tons/yr)</th>
<th>Exhaust PM10 (tons/yr)</th>
<th>PM10 Total (tons/yr)</th>
<th>Fugitive PM2.5 (tons/yr)</th>
<th>Exhaust PM2.5 (tons/yr)</th>
<th>PM2.5 Total (tons/yr)</th>
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<th>NBio-CO2 (MT/yr)</th>
<th>Total CO2 (MT/yr)</th>
<th>CH4 (MT/yr)</th>
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### 2.1 Overall Construction

#### Mitigated Construction

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<th>CO</th>
<th>SO2</th>
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### 2.2 Overall Operational

**Mitigated Operational**

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<th>Exhaust PM10</th>
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<th>Total CO2</th>
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### 3.0 Construction Detail

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

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Trips and VMT
### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2021

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#### Table 3.2.2 - Emissions Summary

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### 3.2 Demolition - 2021

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#### Mitigated Construction On-Site

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### 3.2 Demolition - 2021

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### 3.3 Site Preparation - 2021

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### 3.3 Site Preparation - 2021

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

| Category          | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|---------------|--------------|------------|----------|----------|----------|----------|-----|-----|------|
| Hauling           | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000        | 0.0000       | 0.0000     | 0.0000   | 0.0000   | 0.0000   | 0.0000 | 0.0000 | 0.0000 |
| Vendor            | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 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 | 1.0000e-005 | 1.3500e-003 | 1.5000e-003 | 3.0000e-004 | 0.0000   | 0.0000   | 1.2225   | 1.2225 | 4.0000e-005 | 0.0000 | 1.2234 |
| Total             | 5.8000e-004 | 4.3000e-004 | 4.8700e-003 | 1.0000e-005 | 1.3400e-003 | 1.0000e-005 | 1.0000e-005 | 1.3500e-003 | 1.5000e-003 | 3.0000e-004 | 0.0000   | 0.0000   | 1.2225   | 1.2225 | 4.0000e-005 | 0.0000 | 1.2234 |

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

| Category          | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|---------------|--------------|------------|----------|----------|----------|----------|-----|-----|------|
| Fugitive Dust     | 0.1741 | 0.0000 | 0.1741 | 0.0693 | 0.0693        | 0.0000       | 0.0693     | 0.0000        | 0.0000       | 0.0000     | 0.0000   | 0.0000   | 0.0000   | 0.0000 | 0.0000 | 0.0000 |
| Off-Road          | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.0377       | 0.0377       | 0.0377     | 0.0347        | 0.0347       | 0.0000     | 103.5405 | 103.5405 | 0.0335   | 0.0000 | 104.3776 |
| Total             | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741       | 0.0377       | 0.2118     | 0.0693        | 0.0347       | 0.1040     | 0.0000   | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |
### 3.4 Grading - 2021

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.4 Grading - 2021

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### 3.4 Grading - 2022

**Unmitigated Construction Off-Site**

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**Mitigated Construction On-Site**

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### 3.4 Grading - 2022

#### Mitigated Construction Off-Site

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### 3.5 Building Construction - 2022

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### 3.5 Building Construction - 2022

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### 3.5 Building Construction - 2022

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### 3.5 Building Construction - 2023

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#### Mitigated Construction On-Site

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### 3.5 Building Construction - 2023

#### Mitigated Construction Off-Site

| Category   | ROG   | NOx   | CO    | SO2   | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2   | NBio-CO2   | Total CO2 | CH4  | N2O  | CO2e  |
|------------|-------|-------|-------|-------|---------------|--------------|------------|----------------|---------------|------------|-----------|-----------|------------|----------|------|------|-------|
| Hauling    | 0.0000| 0.0000| 0.0000| 0.0000| 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000     | 0.0000    | 0.0000    | 0.0000    | 0.0000  |      |      |       |
| Vendor     | 0.0382| 1.2511| 0.4011| 4.3000e-003| 0.1113          | 1.4600e-003  | 0.1127     | 0.0321         | 1.4000e-003  | 0.0335     | 0.0000    | 417.9930  | 417.9930  | 0.0228  | 0.0000| 418.5624 |
| Worker     | 0.2795| 0.1910| 2.2635| 6.9100e-003| 0.7377          | 5.9100e-003  | 0.7436     | 0.1960         | 5.4500e-003  | 0.2014     | 0.0000    | 624.5363  | 624.5363  | 0.0164  | 0.0000| 624.9466 |
| Total      | 0.3177| 1.4420| 2.6646| 0.0112| 0.8490        | 7.3700e-003  | 0.8564     | 0.2281         | 6.8500e-003  | 0.2349     | 0.0000    | 1,042.529 | 1,042.529 | 0.0392  | 0.0000| 1,043.509 |

### 3.6 Paving - 2023

#### Unmitigated Construction On-Site

| Category   | ROG   | NOx   | CO    | SO2   | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2   | NBio-CO2   | Total CO2 | CH4  | N2O  | CO2e  |
|------------|-------|-------|-------|-------|---------------|--------------|------------|----------------|---------------|------------|-----------|-----------|------------|----------|------|------|-------|
| Off-Road   | 6.7100e-003| 0.0663| 0.0948| 1.5000e-004| 3.3200e-003  | 3.3200e-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         | 13.0175       | 13.0175     | 4.2100e-003| 0.0000    | 13.1227   |          |      |      |       |
| Total      | 6.7100e-003| 0.0663| 0.0948| 1.5000e-004| 3.3200e-003  | 3.3200e-003  | 3.0500e-003| 0.0000         | 13.0175       | 13.0175     | 4.2100e-003| 0.0000    | 13.1227   |          |      |      |       |
### 3.6 Paving - 2023

#### Unmitigated Construction Off-Site

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## 3.6 Paving - 2023

### Mitigated Construction Off-Site

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## 3.6 Paving - 2024

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### 3.6 Paving - 2024

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### 3.7 Architectural Coating - 2024

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### 3.7 Architectural Coating - 2024

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile
### 4.2 Trip Summary Information

#### Land Use

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#### Average Daily Trip Rate

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<tr>
<td>High Turnover (Sit Down Restaurant)</td>
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<td>Quality Restaurant</td>
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<tr>
<td>Regional Shopping Center</td>
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### 4.3 Trip Type Information
### 4.4 Fleet Mix

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<th>MHD</th>
<th>HHD</th>
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<td>0.209971</td>
<td>0.116369</td>
<td>0.014033</td>
<td>0.006332</td>
<td>0.021166</td>
<td>0.033577</td>
<td>0.002613</td>
<td>0.001817</td>
<td>0.005285</td>
<td>0.000712</td>
<td>0.000821</td>
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<td>0.116369</td>
<td>0.014033</td>
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### 5.0 Energy Detail

Historical Energy Use: N

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<th>SO2</th>
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<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
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<th>NBio-CO2</th>
<th>Total CO2</th>
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<th>CO2e</th>
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<td>0.0254</td>
<td>1,391.647</td>
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</table>
## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

| Land Use                          | 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    |
|-----------------------------------|----------------|------|--------|--------|-------|---------------|--------------|------------|--------------|---------------|------------|----------|---------|----------|---------|---------|---------|---------|
| Apartments Mid Rise               | 1.30613e+07    | 0.0704 | 0.6018 | 0.2561 | 3.8400e-03 | 0.0487 | 0.0487       | 0.0487       | 0.0487       | 0.0000       | 696.9989   | 696.9989  | 0.0134   | 0.0128   | 701.1408 |
| General Office Building           | 468450         | 5.3000e-03 | 0.0230 | 0.0193 | 1.4000e-04 | 1.7500e-03 | 1.7500e-03 | 1.7500e-03 | 1.7500e-03 | 0.0000       | 24.9983    | 24.9983   | 0.0134   | 0.0128   | 25.1468 |
| High Turnover (Sit Down Restaurant) | 8.30736e+06 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-03 | 0.0310 | 0.0310       | 0.0310       | 0.0310       | 0.0000       | 443.3124   | 443.3124  | 8.5000e-03 | 8.1300e-03 | 445.9488 |
| Hotel                             | 1.74095e+06    | 9.3900e-03 | 0.0853 | 0.0717 | 5.1000e-04 | 6.4900e-03 | 6.4900e-03 | 6.4900e-03 | 6.4900e-03 | 0.0000       | 92.9036    | 92.9036   | 1.7800e-03 | 1.7000e-03 | 93.4557 |
| Quality Restaurant                | 1.84608e+06    | 9.5900e-03 | 0.0905 | 0.0760 | 5.4000e-04 | 6.8800e-03 | 6.8800e-03 | 6.8800e-03 | 6.8800e-03 | 0.0000       | 98.5139    | 98.5139   | 1.8900e-03 | 1.8100e-03 | 99.0993 |
| Total                            | 1.398          | 1.2312 | 0.7770 | 7.6200e-03 | 0.0966   | 0.0966       | 0.0966       | 0.0966       | 0.0966       | 0.0000       | 1,383.426  | 1,383.426 | 0.0265   | 0.0254   | 1,391.647 |
## 5.2 Energy by Land Use - NaturalGas

### Mitigated

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<th>SO2</th>
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<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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#### Unmitigated

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Unmitigated
## 5.3 Energy by Land Use - Electricity

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### Mitigated

CalEEMod Version: CalEEMod.2016.3.2

Date: 1/12/2021 2:26 PM

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

## 6.0 Area Detail

### 6.1 Mitigation Measures Area
### 6.2 Area by SubCategory

#### Unmitigated

<table>
<thead>
<tr>
<th>SubCategory</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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### 6.2 Area by SubCategory

#### Mitigated

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<th>SubCategory</th>
<th>ROG</th>
<th>NOx</th>
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<th>SO2</th>
<th>Fugitive PM10</th>
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<tr>
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#### 7.0 Water Detail

#### 7.1 Mitigation Measures Water
<table>
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<tr>
<th>Category</th>
<th>MT/yr</th>
<th>Total CO2</th>
<th>CH4</th>
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<tbody>
<tr>
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<tr>
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<td>585.8052</td>
<td>3.0183</td>
<td>0.0755</td>
<td>683.7567</td>
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</table>
## 7.2 Water by Land Use

### Unmitigated

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Indoor/Outdoor Use</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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</thead>
<tbody>
<tr>
<td>Apartments Low Rise</td>
<td>1.62885 / 1.02688</td>
<td>10.9095</td>
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<tr>
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<td>0.0523</td>
<td>493.2363</td>
</tr>
<tr>
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<td>7.99802 / 4.90201</td>
<td>53.0719</td>
<td>0.2627</td>
<td>6.5900e-003</td>
<td>61.6019</td>
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<tr>
<td>High Turnover (Sit Down Restaurant)</td>
<td>10.9272 / 0.697482</td>
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<td>0.3580</td>
<td>8.8200e-003</td>
<td>62.8482</td>
</tr>
<tr>
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<td>1.26834 / 0.140927</td>
<td>6.1633</td>
<td>0.0416</td>
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<td>7.5079</td>
</tr>
<tr>
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<td>1.9600e-003</td>
<td>13.9663</td>
</tr>
<tr>
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<td>31.9490</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>585.8052</strong></td>
<td><strong>3.0183</strong></td>
<td><strong>0.0755</strong></td>
<td><strong>683.7567</strong></td>
<td></td>
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</table>
### 7.2 Water by Land Use

#### Mitigated

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Indoor/Outdoor Use</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
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<tr>
<td><strong>General Office Building</strong></td>
<td>7.99802 / 4.90201</td>
<td>53.0719</td>
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<tr>
<td><strong>High Turnover (Sit Down Restaurant)</strong></td>
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<td>51.2702</td>
<td>0.3980</td>
<td>8.8020e-003</td>
<td>62.8482</td>
</tr>
<tr>
<td><strong>Hotel</strong></td>
<td>1.26834 / 0.140927</td>
<td>6.1633</td>
<td>0.0416</td>
<td>1.0300e-003</td>
<td>7.5079</td>
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<tr>
<td><strong>Quality Restaurant</strong></td>
<td>2.42827 / 0.154996</td>
<td>11.3934</td>
<td>0.0796</td>
<td>1.9600e-003</td>
<td>13.9663</td>
</tr>
<tr>
<td><strong>Regional Shopping Center</strong></td>
<td>4.14806 / 2.54236</td>
<td>27.5250</td>
<td>0.1363</td>
<td>3.4200e-003</td>
<td>31.9490</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>585.8052</td>
<td>3.0183</td>
<td>0.0755</td>
<td>683.7567</td>
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</table>

### 8.0 Waste Detail

#### 8.1 Mitigation Measures Waste
<table>
<thead>
<tr>
<th>Category/Year</th>
<th>Total CO₂ (MT/yr)</th>
<th>CH₄ (MT/yr)</th>
<th>N₂O (MT/yr)</th>
<th>CO₂e (MT/yr)</th>
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</thead>
<tbody>
<tr>
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<td>207.8079</td>
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<td>0.0000</td>
<td>514.8354</td>
</tr>
<tr>
<td>Unmitigated</td>
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<td>0.0000</td>
<td>514.8354</td>
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</table>
## 8.2 Waste by Land Use

### Unmitigated

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### 8.2 Waste by Land Use

#### Mitigated

<table>
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<tr>
<th>Land Use</th>
<th>Waste Disposed</th>
<th>Total CO2</th>
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<td>86.9613</td>
<td>5.1393</td>
<td>0.0000</td>
<td>215.4430</td>
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<tr>
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### 9.0 Operational Offroad

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<th>Days/Year</th>
<th>Horse Power</th>
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<th>Fuel Type</th>
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#### 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**
### Boilers

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### User Defined Equipment

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### 11.0 Vegetation
1.0 Project Characteristics

1.1 Land Usage

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1.2 Other Project Characteristics

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<table>
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<th>CO2 Intensity (lb/MWhr)</th>
<th>CH4 Intensity (lb/MWhr)</th>
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1.3 User Entered Comments & Non-Default Data
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

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| tblVehicleTrips | SU_TR | 8.75 | 0.00 | 6.16 | 4.18 | 1.05 | 0.69 | 131.84 | 78.27 | 72.16 | 57.65 | 25.24 | 6.39 | 6.59 | 5.83 | 6.65 | 4.13 | 11.03 | 6.41 | 127.15 | 65.80 | 8.17 | 3.84 | 89.95 | 62.64 | 42.70 | 9.43 |
| tblVehicleTrips | WD_TR | 8.75 | 0.00 | 6.16 | 4.18 | 1.05 | 0.69 | 131.84 | 78.27 | 72.16 | 57.65 | 25.24 | 6.39 | 6.59 | 5.83 | 6.65 | 4.13 | 11.03 | 6.41 | 127.15 | 65.80 | 8.17 | 3.84 | 89.95 | 62.64 | 42.70 | 9.43 |
| tblWoodstoves  | NumberCatalytic | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 | 1.25 | 0.00 | 48.75 | 0.00 |
| tblWoodstoves  | WoodstoveDayYear | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 | 25.00 | 0.00 |
| tblWoodstoves  | WoodstoveWoodMass | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 | 999.60 | 0.00 |
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<th>Total PM2.5</th>
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<th>NBio- CO2</th>
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### 2.1 Overall Construction (Maximum Daily Emission)

#### Mitigated Construction

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### 3.0 Construction Detail

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#### Acres of Grading
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- (Grading Phase): 112.5
- (Paving): 0

#### Residential and Non-Residential Outdoor Areas
- 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)

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**Trips and VMT**
### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2021

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| Category             | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|------------|----------|----------|----------|----------|-----|-----|------|
| 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 | 3,747.944 | 9 | 9 | 1.0549 | 3,774.317 | 1.0549 | 4 |
| Total                | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | 3,747.944 | 9 | 9 | 1.0549 | 3,774.317 | 1.0549 | 4 |
3.2 Demolition - 2021

Unmitigated Construction Off-Site

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**CalEEMod Version: CalEEMod.2016.3.2**

**Date: 1/12/2021 2:29 PM**

**Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer**
### 3.3 Site Preparation - 2021

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#### Mitigated Construction On-Site

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#### 3.4 Grading - 2021

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### 3.4 Grading - 2021

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.4 Grading - 2021
#### Mitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.4 Grading - 2022

**Mitigated Construction Off-Site**

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### 3.5 Building Construction - 2022

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### 3.5 Building Construction - 2022

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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<th>CH4 lb/day</th>
<th>N2O lb/day</th>
<th>CO2e lb/day</th>
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<tbody>
<tr>
<td>Off-Road</td>
<td>1.7062</td>
<td>15.6156</td>
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<td>0.0269</td>
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3.5 Building Construction - 2022
Mitigated Construction Off-Site

| Category     | ROG  | NOx   | CO    | SO2   | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2  | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e |
|--------------|------|-------|-------|-------|---------------|--------------|------------|----------------|--------------|------------|----------|-----------|-----------|----------|------|------|------|
| Hauling      | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000       | 0.0000     | 0.0000   | 0.0000    | 0.0000   | 0.0000  |      |      |      |
| Vendor       | 0.4079 | 13.2032 | 3.4341 | 0.0364 | 0.9155         | 0.0248       | 0.9404     | 0.2636         | 0.0237       | 0.2873     | 3.896.548 | 2         | 3.896.548 | 2         | 0.2236 | 3,902.138 | 4    |
| Worker       | 2.4299 | 1.5074 | 21.0801 | 0.0607 | 6.0932         | 0.0493       | 6.1425     | 1.8163         | 0.0454       | 1.6617     | 6,042.538 | 5         | 6,042.538 | 5         | 0.1697 | 6,046.800 | 0    |
| Total        | 2.8378 | 14.7106 | 24.5142 | 0.0971 | 7.0087         | 0.0741       | 7.0828     | 1.8799         | 0.0691       | 1.9490     | 9,939.106 | 7         | 9,939.106 | 7         | 0.3933 | 9,948.938 | 4    |

3.5 Building Construction - 2023
Unmitigated Construction On-Site

| Category     | ROG  | NOx   | CO    | SO2   | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2  | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e |
|--------------|------|-------|-------|-------|---------------|--------------|------------|----------------|--------------|------------|----------|-----------|-----------|----------|------|------|------|
| Off-Road     | 1.5728 | 14.3849 | 16.2440 | 0.0269 | 0.6997            | 0.6997        | 0.6584     | 0.6584         | 2,555.209    | 9          | 2,555.209 | 9         | 0.6079    | 2,570.406 |      |      |      |
| Total        | 1.5728 | 14.3849 | 16.2440 | 0.0269 | 0.6997            | 0.6997        | 0.6584     | 0.6584         | 2,555.209    | 9          | 2,555.209 | 9         | 0.6079    | 2,570.406 |      |      |      |
### 3.5 Building Construction - 2023

#### Unmitigated Construction Off-Site

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<th>SO2 lb/day</th>
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<th>CH4 lb/day</th>
<th>N2O lb/day</th>
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#### Mitigated Construction On-Site

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<th>N2O lb/day</th>
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### 3.5 Building Construction - 2023
#### Mitigated Construction Off-Site

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### 3.6 Paving - 2023
#### Unmitigated Construction On-Site

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3.6 Paving - 2023

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### 3.6 Paving - 2024

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### 3.7 Architectural Coating - 2024

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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3.7 Architectural Coating - 2024
Mitigated Construction Off-Site

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile
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<td>0.116369</td>
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<td>0.006332</td>
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<td>0.033577</td>
<td>0.002613</td>
<td>0.001817</td>
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### 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy
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<th>Exhaust PM2.5</th>
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<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
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### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| Land Use                              | 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 |
|---------------------------------------|----------------|------|------|------|-------|--------------|--------------|------------|---------------|---------------|------------|-----------|----------|-----------|---------|-----|-----|-----|
| 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   | 132.4486  |
| Apartments Mid Rise                  | 35784.3        | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666       | 0.2666       | 0.2666     | 0.2666        | 4.209.916    | 4.209.916    | 4.234.933 |
| General Office Building              | 1283.42        | 0.0138 | 0.1288 | 0.1057 | 4.7000e-004 | 9.6000e-003 | 9.6000e-003 | 9.6000e-003 | 9.6000e-003 | 150.9911    | 150.9911    | 151.8884  |
| High Turnover (Sit Down Restaurant) | 22759.9        | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1896       | 0.1896       | 0.1896     | 0.1896        | 2.877.634    | 2.877.634    | 2.893.546  |
| Hotel                                | 4769.72        | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355      | 0.0355      | 0.0355     | 0.0355        | 561.1436     | 561.1436     | 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     | 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      | 29.7778   |
| Total                                | 8,355.983      | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292       | 0.5292       | 0.5292     | 0.5292        | 8,355.983     | 8,355.983     | 8,405.638 |
### 5.2 Energy by Land Use - Natural Gas

**Mitigated**

| Land Use                                    | Natural Gas Use | ROG | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | PM10 Fugitive | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O | CO2e |
|---------------------------------------------|-----------------|-----|------|------|------|----------------|--------------|------------|---------------|---------------|------------|-----------|----------|----------|---------|------|-----|------|
| Apartments Low Rise                         | 1.11916         | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| High Turnover (Sit Down Restaurant)         | 22.7599         | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.634 | 2.677.634 | 0.0513 | 0.0491 | 2.699.546 | 0 |
| Hotel                                       | 4.76972         | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 | 0 |
| Quality Restaurant                          | 5.05775         | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 | 0 |
| Regional Shopping Center                    | 0.251616        | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 29.7778 |
| Total                                       | 0.7660          | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.983 | 8,355.983 | 0.1602 | 0.1532 | 8,405.638 | 7 |

### 6.0 Area Detail

### 6.1 Mitigation Measures Area
### 6.2 Area by SubCategory

#### Unmitigated

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<th>PM2.5 Total</th>
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6.2 Area by SubCategory

Mitigated

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<th>Exhaust PM2.5 Total</th>
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<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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<th>Days/Year</th>
<th>Horse Power</th>
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<th>Fuel Type</th>
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10.0 Stationary Equipment
## Fire Pumps and Emergency Generators

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## Boilers

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## User Defined Equipment

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## 11.0 Vegetation
### 1.0 Project Characteristics

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#### 1.2 Other Project Characteristics

- **Urbanization**: Urban
- **Wind Speed (m/s)**: 2.2
- **Precipitation Freq (Days)**: 33
- **Wind Speed (m/s)**: 2.2
- **Operational Year**: 2028

- **Climate Zone**: 9
- **Utility Company**: Southern California Edison

- **CO2 Intensity (lb/MWhr)**: 702.44
- **CH4 Intensity (lb/MWhr)**: 0.029
- **N2O Intensity (lb/MWhr)**: 0.006

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

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

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### 2.0 Emissions Summary
## 2.1 Overall Construction (Maximum Daily Emission)

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<th>SO2</th>
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<th>Exhaust PM10</th>
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<th>Exhaust PM2.5</th>
<th>Total PM2.5</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<td>ib/day</td>
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### 2.1 Overall Construction (Maximum Daily Emission)
#### Mitigated Construction

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### 2.2 Overall Operational

#### Unmitigated Operational

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#### Mitigated Operational

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3.0 Construction Detail

Construction Phase

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment
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**Trips and VMT**
### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2021

#### Unmitigated Construction On-Site

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<th>SO2 lb/day</th>
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<th>Fugitive PM2.5 lb/day</th>
<th>Exhaust PM2.5 lb/day</th>
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<th>Bio-CO2 lb/day</th>
<th>NBio-CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
<th>N2O lb/day</th>
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### 3.2 Demolition - 2021

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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### 3.3 Site Preparation - 2021

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#### Mitigated Construction On-Site

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### 3.3 Site Preparation - 2021

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### 3.4 Grading - 2021

**Mitigated Construction Off-Site**

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### 3.4 Grading - 2022

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### 3.4 Grading - 2022

#### Unmitigated Construction Off-Site

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#### Mitigated Construction On-Site

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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter
### 3.4 Grading - 2022

**Mitigated Construction Off-Site**

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### 3.5 Building Construction - 2022

**Unmitigated Construction On-Site**

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### Mitigated Construction On-Site

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### 3.5 Building Construction - 2022

#### Mitigated Construction Off-Site

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### 3.5 Building Construction - 2023

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#### 3.6 Paving - 2023

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### 3.6 Paving - 2023

**Unmitigated Construction Off-Site**

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**Mitigated Construction On-Site**

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#### Mitigated Construction On-Site

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### 3.7 Architectural Coating - 2024

#### Unmitigated Construction On-Site

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

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#### Mitigated Construction On-Site

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### 3.7 Architectural Coating - 2024

**Mitigated Construction Off-Site**

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### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile
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### 4.3 Trip Type Information
### 4.4 Fleet Mix

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<td>0.006332</td>
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<td>0.000821</td>
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### 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy
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## 5.2 Energy by Land Use - NaturalGas

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5.2 Energy by Land Use - NaturalGas

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6.0 Area Detail

6.1 Mitigation Measures Area
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6.2 Area by SubCategory

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6.2 Area by SubCategory

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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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</table>

10.0 Stationary Equipment
## Fire Pumps and Emergency Generators

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Number</th>
<th>Hours/Day</th>
<th>Hours/Year</th>
<th>Horse Power</th>
<th>Load Factor</th>
<th>Fuel Type</th>
</tr>
</thead>
</table>

## Boilers

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Number</th>
<th>Heat Input/Day</th>
<th>Heat Input/Year</th>
<th>Boiler Rating</th>
<th>Fuel Type</th>
</tr>
</thead>
</table>

## User Defined Equipment

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Number</th>
</tr>
</thead>
</table>

### 11.0 Vegetation
<table>
<thead>
<tr>
<th>Local Hire Provision Net Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Without Local Hire Provision</strong></td>
</tr>
<tr>
<td>Total Construction GHG Emissions (MT CO2e)</td>
</tr>
<tr>
<td>Amortized (MT CO2e/year)</td>
</tr>
<tr>
<td><strong>With Local Hire Provision</strong></td>
</tr>
<tr>
<td>Total Construction GHG Emissions (MT CO2e)</td>
</tr>
<tr>
<td>Amortized (MT CO2e/year)</td>
</tr>
</tbody>
</table>

**% Decrease in Construction-related GHG Emissions** 17%
EXHIBIT B
Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education


Professional Experience

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

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

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

**Publications:**


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*. 000, 113–125.


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.


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.


Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. The 23rd Annual International Conferences on Soils Sediment and Water. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. The 23rd Annual International Conferences on Soils Sediment and Water. Platform lecture conducted from University of Massachusetts, Amherst MA.
Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23rd Annual International Conferences on Soils Sediment and Water. Lecture conducted from University of Massachusetts, Amherst MA.

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


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. (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.

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.


**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 Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.


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:**


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
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
*Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trial 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
  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 17th Judicial Circuit, in and For Broward County, Florida
  Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
  Case Number CACE07030358 (26)
  Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
  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
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

**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 nationwide 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.,** 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.


**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 meeting of tribal representatives, Parker, AZ.


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


Other Experience:
Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.
Good morning Ms. Chow,

I am just following up on this email from February 4. Thank you very much in advance for any details you can provide!

Best regards,
Molly

On Fri, Feb 4, 2022 at 1:26 PM Molly Greene wrote:

Good afternoon Ms. Chow,

Thank you for providing the NOP prepared for this project. I was wondering approximately how many stories the mixed-use development associated with the project will be and what type of parking will be provided?

Thank you very much,
Molly

--
Molly Greene
Legal Assistant
Lozeau | Drury LLP
Appendices

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