Draft

# SAN JOSE CREEK WATER RECLAMATION PLANT STAGE III PRIMARY SEDIMENTATION SYSTEM EXPANSION

## Initial Study / Mitigated Negative Declaration

Prepared for
Los Angeles County Sanitation Districts

January 2023

ESA

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January 2023

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# SECTION 1
# Project Description

## 1.1 Introduction

The Los Angeles County Sanitation Districts (Sanitation Districts) proposes to implement the Stage III Primary Sedimentation System Expansion (project) at the San Jose Creek Water Reclamation Plant (SJCWRP). The proposed project would construct two new Primary Sedimentation Tanks within the SJCWRP, extend the Channel 1 and Gallery 1, and repair concrete and the protective lining of Channel 2 and Step Feed Channels. The new infrastructure and repairs of existing facilities would occur entirely within the boundaries of the SJCWRP.

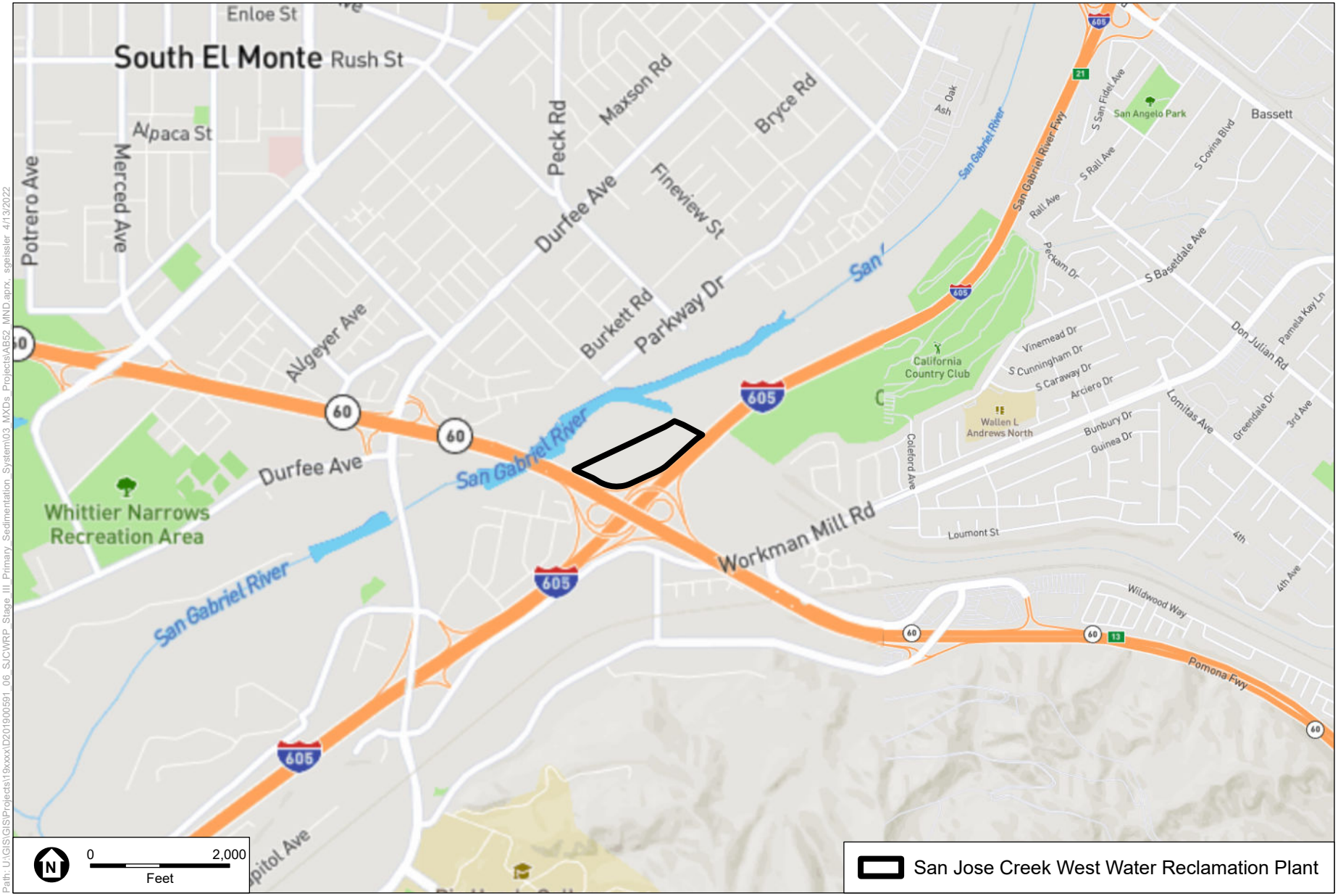
## 1.2 Project Background

The SJCWRP is a 39-acre treatment plant composed of two hydraulically interconnected facilities, Stages I and II (SJC East) and Stage III (SJC West), located on the east and west side of the Interstate 605 (I-605), respectively. The combined SJCWRP provides primary, secondary, and tertiary treatment with a design capacity of 100 million gallons per day (mgd) of wastewater; 62.5 mgd for SJC East and 37.5 mgd for SJC West.

Due to an internal evaluation of the Emergency Response Plans for the Sanitation Districts' Joint Outfall System (JOS) Wastewater Collection and Wastewater Treatment Facilities, it was determined that maximizing flow through SJCWRP is a high priority should there be a need to hydraulically relieve JOS sewers or the Joint Water Pollution Control Plant (JWPCP) due to operational issues. The proposed project would make use of unused available pumping capacity and increase wet-weather flow treatment capacity and operational flexibility at the combined SJCWRP. The SJC West currently treats an average of 37.5 mgd of wastewater and the existing Primary Sedimentation Tanks are capable of treating up to 90 mgd.

## 1.3 Project Location

The proposed project would be located entirely within the SJC West, located at 1965 South Workman Mill Road in Avocado Heights, an unincorporated Los Angeles County area situated north of the City of Whittier and west of the City of Industry (**Figure 1-1**). All proposed project components would be located entirely within the existing SJCWRP.

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SOURCE: Mapbox Streets, 2021; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1-1**

Project Vicinity

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## Existing Conditions

There are five existing Primary Sedimentation Tanks at the site, each approximately 20 feet by 300 feet with an average water depth of 12 feet. Each tank has a sludge-collection system and a skimmings-collection system. In the sludge-collection system, sludge that settles to the tank floor is pushed by flights at approximately 3 feet per minute. The sludge is moved to two hoppers at the east end of the tank, adjacent to Gallery 1. Flight drives are shared between Tanks 1 and 2, and Tanks 3 and 4, with the driver for Tank 5 being unpaired for future expansion. The flights direct skimmings that float toward the surface to the west end of each tank, toward the skimmings-collection system. The skimmers direct the floatable materials into troughs that drain to the nearest plant sewer. Polyvinyl chloride (PVC) liner is used to line the Primary Sedimentation Tanks from the airspace to below the water level.

Channel 1 delivers raw wastewater to each Primary Sedimentation Tank through three 24-inch circular diffusers per tank. Each diffuser has a 24-inch by 24-inch upward-opening (underflow) slide gate on the channel side. A 12-inch by 12-inch skimmings gate located at each tank allows floatables in the channel to pass through to the Primary Sedimentation Tanks. A chopper pump has been retrofitted into Channel 1 to help agitate wastewater and prevent sludge from settling.

Each existing Primary Sedimentation Tank has two sludge hoppers, and each hopper is drained through an 8-inch draw-off valve. The draw-off valves are located in Gallery 1 and are pneumatically actuated knife gate valves fed by Instrument Air coming from two (duty/standby) Ingersoll Rand air compressor package units in Gallery 6. Sludge flows through 8-inch unlined steel draw-off piping that connects to a 12-inch unlined steel draw-off header and an 8-inch unlined steel drain piping and is discharged to the nearest plant sewer.

Channel 2 is experiencing liner and concrete deterioration near existing Primary Sedimentation Tank 5.

The Step Feed Channels at the Aeration Tanks were constructed without lining. The exposed concrete is corroded and in need of repair. The damage is the worst in the area where the flow is the slowest.

# 1.4 Project Objectives

The objectives of the proposed project are to:

- Increase wet-weather flow treatment capacity and operational flexibility at the combined SJCWRP to ensure redundancy during peak wet weather flow.
- Maximize flow through the combined SJCWRP to hydraulically relieve downstream JOS sewers, if needed.
- Minimize filter bypasses during high hydraulic loading conditions.
- Repair aging infrastructure.

# 1.5 Project Description

The proposed project would include the following components (refer to **Figure 1-2**):

- Construction of two new Primary Sedimentation Tanks
- Extension of Channel 1 and Gallery 1
- Repairs to concrete and liner for Channel 2 and the Step Feed Channels

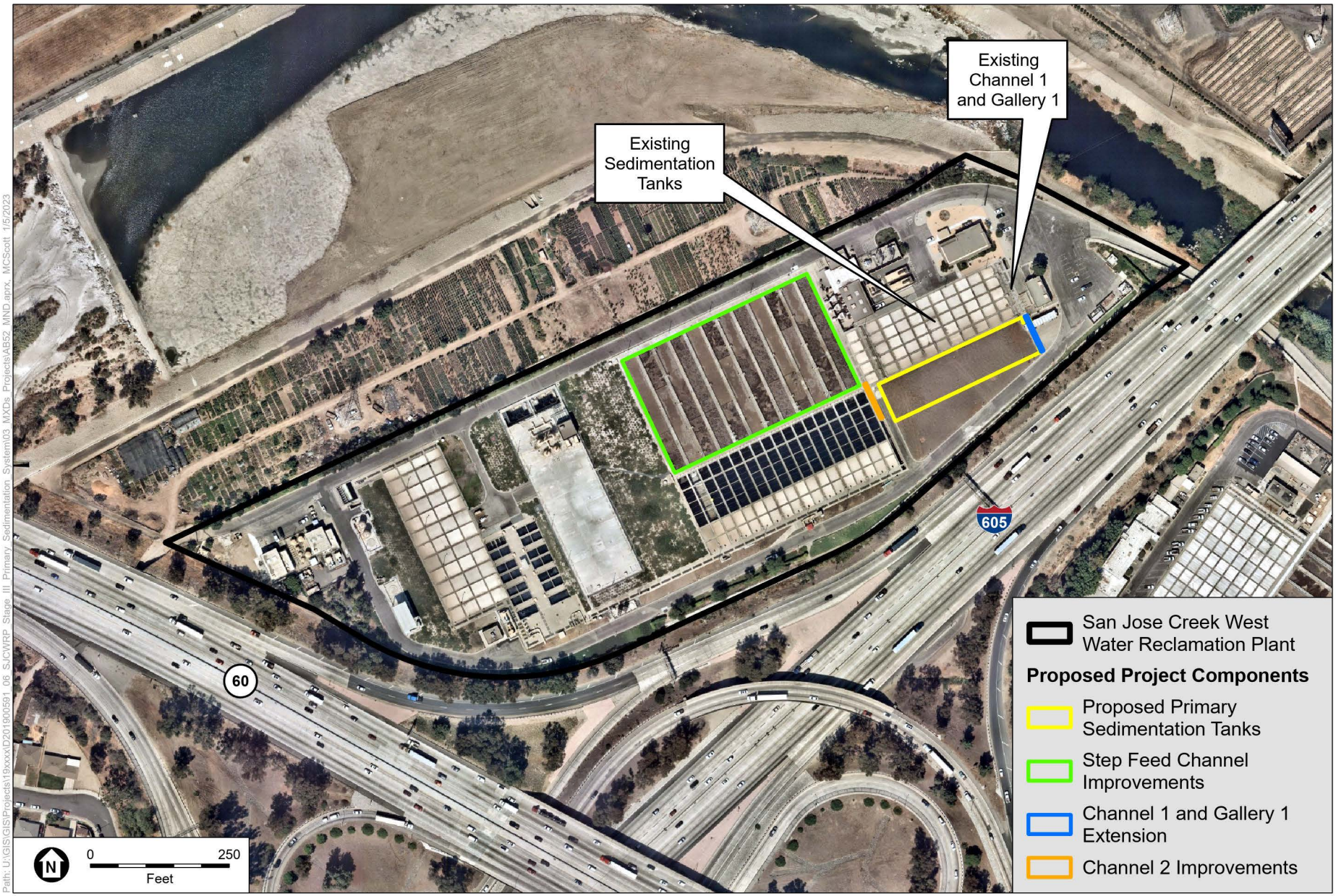
## Primary Sedimentation Tanks

The proposed project would include construction of two new Primary Sedimentation Tanks (Tanks 6 and 7) along the southeast corner of the SJC West (see Figure 1-2). The new Primary Sedimentation Tanks would be located south of the existing Primary Sedimentation Tanks and would be built to match the existing dimension and treatment capacity of the existing tanks. Primary Sedimentation Tanks separate floatable, screenable, and settleable materials, such as storm debris, from raw wastewater. The addition of the two new Primary Sedimentation Tanks would increase the primary treatment capacity from 90 mgd (5 tanks) to 126 mgd (7 tanks).

The tandem drive sludge and skimmings collection system that is used for the existing tanks would be used for the two new tanks. The flight and skimmer drives currently used for Tank 5 would be retrofitted to service the new Tank 6. New flight and skimmer drives would be installed for Tank 7. The tanks would be covered with airtight covers per the latest Sanitation Districts specifications. The proposed tanks would be approximately 300 feet long and 20 feet wide. The top of the new tanks would be fitted with concrete walkways similar to and connecting to walkways at the existing tanks.

The top of the base slab would be approximately 15 feet below the ground surface. The top of the base slab would match the existing base slab from the adjacent tank. The base slab would be sloped at approximately one percent toward Gallery 1 and would have a drain approximately six feet from the Gallery 1 wall.

The existing exterior wall of Tank 5 would divide Tanks 5 and 6. The wall may need to be modified for the new proposed demand. Construction along the length of the proposed tanks would include two new concrete walls with one dividing the two proposed tanks. Adhesive dowels would be installed where the new walls meet the existing ten-inch Channel 2 wall. PVC liner for the tanks would be installed above the expected max water level elevation. PVC liner would also be installed a foot below the expected max water level elevation and at the concrete lauders adjacent to Channel 2. The proposed tanks would be equipped with a total of five vertical expansion joints, each with approximately 51 feet spacing along the length of the tanks. The proposed tanks would be covered with aluminum odor control covers. The tank foundation, walls, and walkway slabs would be designed to withstand the wastewater loads, soil pressures, seismic loads, live loads, groundwater uplift pressure as determined applicable, and differential settlement.

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SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1-2**

Proposed Project Components

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## Channel 1 and Gallery 1

The Channel 1 and Gallery 1 structures are located near the inlet side of the existing Primary Sedimentation Tanks. The extensions would be constructed to match the existing design, and would be approximately 42 feet long and 11 feet 10 inches wide. The clear height of Channel 1 would be approximately 8 feet 8 inches, and the clear height of Gallery 1 would be approximately 12 feet 3 inches. Downward-opening skimmings gates will be installed in the channel extension at Tanks 6 and 7, two per tank. An additional submersible chopper pump will be installed in order to circulate the influent in Channel 1 and prevent solids from settling and mitigate the accumulation of floatable materials. Sanitation Districts-standard aluminum airtight covers with inspection hatches would also be used.

The draw-off piping in Gallery 1 would match the existing materials and sizing. The draw-off valves would be pneumatically actuated. The existing gallery ventilation fan and access shaft at the south end of Gallery 1 would be demolished and reconstructed at the south end of the proposed Gallery 1 extension. The foundation, walls, and slabs for the extension of Channel 1 and Gallery 1 would be designed to withstand the wastewater loads, soil pressures, seismic loads, live loads, groundwater uplift pressure as determined applicable, and differential settlement.

## Protective Lining and Concrete Rehabilitation

All corroded concrete and steel would be replaced at Channel 2 and the Step Feed Channels. Reinforcing steel that is corroded and has rust would be removed and replaced with new reinforcing steel. A bonding agent would be used to coat reinforcing steel and the surfaces of the existing concrete. The corroded channels would be restored to the original dimensions by installing concrete repair material. Damaged PVC liners would be removed and replaced.

### Channel 2

Channel 2 is located near the outlet side of the Primary Sedimentation Tanks. Primary effluent from the Primary Sedimentation Tanks is diverted to Channel 2, then Channel 3. The lining and concrete deterioration observed at Channel 2 in the vicinity of the existing bulkhead would be rehabilitated using Armorlok Shieldlok Mini Diamond Key PVC Lining, along with any additional areas that are found to need repair.

### Step Feed Channels

The Step Feed Channels divert the primary effluent from Channel 3 to the aeration tanks, where it would undergo secondary treatment by the activated sludge process. The project would include repairs for the concrete in the Step Feed Channels, including a PVC liner that would protect the concrete in the future.

# 1.6 Project Construction

Proposed project construction would occur in two parts, first the expansion of the of the Primary Sedimentation System, which includes the two new Primary Sedimentation Tanks and the extension of Channel 1 and Gallery 1, and the repair of the existing concrete and lining within

Channel 2 and the Step Feed Channel. Work on both parts of the project would most likely proceed independently of each other.

Site clearing would be required for 1 acre of land. This would result in the excavation of 17,400 cubic yards (cy) of soil requiring approximately 870 50-mile haul truck roundtrips. Excavation depths would not exceed approximately 27 feet. Approximately 100 cy of corroded concrete would be hauled off-site and approximately 1,830 cy of new concrete will be placed. The proposed project may require asphalt paving; however, it would be less than 1 acre and would be completed at the end of the project.

## Primary Sedimentation Tanks and Extension of Channel 1 and Gallery 1

At the south end of Channel 1 is a stop log and bulkhead termination. The bulkhead is designed to be removed for extension of Channel 1 and Gallery 1. If needed, a temporary bulkhead would be installed during construction of the Channel 1 extension and a plant shutdown would be required for its installation. Dewatering and temporary channel bypass would be required for work in the existing portion of Channel 1, such as minor concrete and lining repair; chopper pump installation; and replacement of inlet slide gates. The channel would be out of service for about three months. The bulk of the time is expected to be taken by the iterative process of fitting and modifying the new replacement inlet slide gate valves, which are built to current standards, to fit the locations where the older, existing valves were installed. The temporary bypass would be further defined during detailed design. The Channel 1 bypass may utilize contractor-furnished submersible pumps installed in the wetwell.

During the temporary channel bypass other work may be performed such as resolving issues that may arise with the channel stop log as described above. The specifications would limit the shutdowns and require the contractor to perform work items concurrently during planned shutdowns to avoided repeated impacts to plant operations.

In Gallery 1, connections to the existing sludge piping can be made using existing gate valves. Plant shutdowns are not expected to be required if the valves are sealing properly. The valves can be checked during shutdowns for other work such as those described above.

## Protective Lining and Concrete Rehabilitation

### Channel 2

Work at Channel 2 would consist of concrete and liner repair at the vicinity of the existing bulkhead near existing Primary Sedimentation Tank 5 and the connection to the new Primary Sedimentation Tanks to the channel.

Repair of the concrete and liner at the vicinity of the existing Channel 2 bulkhead would require that area of the channel be dewatered to create a suitable working space. A plant shutdown would be required to construct a temporary bulkhead downstream (north) of the existing bulkhead. The bulkhead may be constructed to line up with the edge of the (southern) side launder of Primary Sedimentation Tank 5. If more working space is required, the side launder may be taken out of

service and blocked off to prevent primary effluent from entering the dewatered area. In this situation, Primary Sedimentation Tank 5 would be operating in reduced capacity using only the middle launder and remaining (northern) side launder.

Work to connect the new Primary Sedimentation Tanks to Channel 2 would require dewatering of the channel south of the channel bulkhead. It is likely that a temporary bulkhead would be installed for the tie-in.

### Step Feed Channels

Work to repair the Step Feed Channels would be staged, with one aeration unit taken out of service at a time. While an aeration unit is taken out of service, SJC West would be operating at reduced capacity. An aeration unit would be taken out of service by installing temporary bulkheads at the entries of each Step Feed Channel for the unit. Plant shutdowns would be required to install the temporary bulkheads. Once a dewatered working area in the Step Feed Channel is secured, the concrete walls and stop log notch in the channel would be repaired, and protective lining would be applied to the concrete.

## Construction Staging

Installation of the proposed project would require, but not be limited to, the equipment listed below. Materials, equipment, and vehicle staging would be accommodated within the SJC West, near the proposed project area as determined by the contractor and the District.

- Excavator
- Backhoe
- Concrete Pumps
- Crane
- Generator
- Jackhammer
- Air Compressor
- Forklift
- Cement Mixer
- Concrete Saws
- Street Sweeper

## Construction Schedule

The construction of the proposed project would take approximately two years, with a tentative start date in July 2023 and tentative completion in June 2025. **Table 1-1** contains a tentative work schedule by component. Construction work hours would generally range between 7:00 a.m. to 4:00 p.m., Monday through Friday. Some limited nighttime construction could potentially occur, such as, but not limited to, concrete pours, shutdowns, and tie-ins.

**TABLE 1-1**
**POTENTIAL CONSTRUCTION SCHEDULE**

| Project Component | Proposed Construction Timeframe |
|---|---|
| Grading & Excavation | 3 months |
| Concrete | 9 months |
| Mechanical | 9 months |
| Finishing | 4 months |

## 1.7 Operation and Maintenance Activities

The proposed project would increase the wet-weather flow capacity and operational flexibility of the combined SJCWRP. The proposed project facilities would operate similarly to the existing facilities. The proposed Primary Sedimentation Tanks would operate similar to the existing sedimentation tanks located adjacent to the proposed ones. The Channel 2 and Step Feed Channel would operate similar to existing conditions. Operation of the project would require small mechanical equipment of approximately 5 horsepower and a chopper pump motor rated at 50 horsepower. Typical maintenance requirements of the Primary Sedimentation Tanks would include emptying and hosing down the tanks every year to clean out accumulated solids and rags and to inspect the collection equipment. The flight/skimmer drives are greased weekly by Operations. Operations also hoses down the skimming equipment (steel beaches, chains, etc), tank covers, walkways, and Gallery 1 weekly. Maintenance samples the drives quarterly and changes the oil as necessary. The Channel 1 and Gallery 1 extensions would help continue the use of those components with the proposed Primary Sedimentation Tanks and would be maintained similarly to the existing channels and galleries. Cleaning would be required approximately once to twice per year for through use of a vacuum truck and small crane.

The Step Feed Channels construction could include repair to the existing facility and would be operated similar to existing conditions. Maintenance activities for the new Step Feed Channels would include hosing down the covers and walkways weekly.

No full-time positions would be added for the implementation of the proposed project. Existing trained staff, such as plant operators, mechanics, and electricians, would be used to operate and maintain the components of the proposed project after construction is completed.

## 1.8 Project Approvals

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to meet the requirements of CEQA (California Public Resources Code Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

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# SECTION 2
# Initial Study/Environmental Checklist

## 2.1 Project Information

1. **Project Title:** San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion

2. **Lead Agency Name and Address:** County Sanitation District No. 2 of Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601

3. **Contact Person and Phone Number:** Stephanie Olague
562-908-4288 ext. 2742

4. **Project Location:** Unincorporated Los Angeles County

5. **Project Sponsor's Name and Address:** County Sanitation District No. 2 of Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601

6. **General Plan Designation(s):** Public and Semi-Public

7. **Zoning:** Residential Agricultural (R-A)

8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

   Refer to Section 1, Project Description above.

9. **Surrounding Land Uses and Setting.** (Briefly describe the project's surroundings.)

   The project site is located within the existing San Jose Creek Water Reclamation Plant (SJCWRP) owned and operated by the Los Angeles County Sanitation Districts (Sanitation Districts), and is surrounded by the San Gabriel River and San Jose Creek to the north, Interstate 605 (I-605) to the east, State Route 60 (SR-60) to the west, and the I-605 and SR-60 interchange to the south. For additional information, refer to Section 1, Project Description.

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.)

    See Section 1.8, Project Approvals, above.

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Yes, under Assembly Bill 52 (AB 52), the Sanitation Districts prepared and mailed notification letters to California Native American tribes traditionally and culturally affiliated with the project site on May 16, 2022. The Gabrieleño Band of Mission Indians – Kizh Nation responded and requested consultation, which was completed on June 2, 2022. No additional requests for consultation have been received to date.

## 2.2 Environmental Factors Potentially Affected

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

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture and 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 | ☐ Mandatory Findings of Significance |

### DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

1/11/2023 | 7:52:26 AM PST

Signature Date

Signature Date

# 2.3 Environmental Checklist

## I. Aesthetics

| *Issues (and Supporting Information Sources):* | | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|---|
| **I.** | **AESTHETICS —** Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| a) | Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ |
| b) | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) | In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☒ | ☐ |
| d) | Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

### Discussion

a) **No Impact.** The project site would be located within unincorporated Los Angeles County. Chapter 9, Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan has not designated any scenic vistas in the vicinity of the project site (County of Los Angeles 2015). Construction activities would occur entirely within the existing SJCWRP property and would not be visible from any designated scenic vistas. The proposed project includes improvements to existing facilities and the construction of two sedimentation tanks adjacent to existing sedimentation tanks. The proposed facilities would be mainly below ground surface and would be consistent with the existing industrial uses at the project site. Therefore, no impact to designated scenic vistas would occur.

b) **No Impact.** The project site would not be located within close proximity to a state designated scenic highway (DPR 2017). In addition, construction of the proposed project would not impact scenic resources. Therefore, no impact would occur.

c) **Less than Significant Impact.** The proposed project site would be located in an urbanized area within unincorporated Los Angeles County, north of the I-605 and SR-60 junction. The SJCWRP is an existing water reclamation plant and includes buildings, tanks, and pump stations. During construction, construction equipment and vehicles, stockpiled soils, and other materials at the construction site may be visible from I-605. However, visual impacts would be temporary during the 24-month construction period and would not significantly impact the long-term visual character of the area.

The proposed project includes repairs to the concrete and liners for Channel 2 and the Step Feed Channels and the construction of two new Primary Sedimentation Tanks, adjacent to 5 existing sedimentation tanks and extension of the Channel 1 and Gallery 1 from the existing structure. Once constructed, the new proposed facilities would have similar characteristics to the existing sedimentation tanks and the other surrounding facilities within the existing SJCWRP. All facilities would be painted to match the existing structures of the SJCWRP and would be consistent with the height and scale of surrounding structures and would serve the same purpose as existing facilities. As a result, the new facilities added or modified by the project, including the Primary Sedimentation Tanks, would be consistent with the existing industrial character of the site and surrounding areas and would not conflict with applicable zoning or other regulations governing scenic quality. Impacts would be less than significant.

d) **Less than Significant Impact.** Proposed construction activities would generally occur Monday through Friday between 7:00 a.m. and 4:00 p.m. If nighttime lighting is required during construction, construction lights would be shielded and pointed toward the work area to minimize light and glare impacts to passing vehicles along the I-605 and the San Jose Creek Diversion Channel and San Gabriel River. New lighting associated with the new sedimentation tanks may be required for operation and safety. Lighting already exists at the proposed project site which is an active treatment plant. New permanent lighting would be similar to existing lighting, shielded and pointed away from the San Jose Creek Diversion Channel and San Gabriel River. Nighttime lighting would be similar to existing conditions and would not impact neighboring vegetated areas or traffic on the I-605. In addition, the proposed facilities would be painted to ensure that reflective surfaces would not result in impacts to drivers on the nearby highways. Impacts related to light and glare would be less than significant.

## References

County of Los Angeles. 2015. General Plan. Available at: https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf. Accessed April 14, 2022.

Los Angeles County Department of Regional Planning (DPR), 2017. Scenic Highways. Available at: https://planning.lacounty.gov/assets/upl/project/gp_2035_2017-FIG_9-7_scenic_highways.pdf. Accessed March 21, 2022.

# II. Agriculture and Forestry Resources

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **II. AGRICULTURE AND FORESTRY RESOURCES —** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a, b) **No Impact.** According to the California Department of Conservation's Farmland Mapping and Monitoring Program the project site and surrounding areas are designated as Urban and Built-Up Land (DOC 2017) and the project site would not be located on land covered by a Williamson Act contract (DOC 2016). The Los Angeles County 2035 General Plan does not designate the project site as farmland. Chapter 22.18, Residential Zones of the Los Angeles Code of Ordinances, further defines the zone for the proposed project site as Residential Agricultural (R-A), which allows for water treatments plants (DRP 2021). The proposed project site does not include farmland and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

c, d) **No Impact.** The proposed project would be implemented entirely within the existing SJCWRP. The project would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned for timberland production. No impact would occur.

e) **No Impact.** As discussed above, the project site is not located on land designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, timberland, or

forest land. Therefore, implementation of the proposed project would not convert farmland or forest land, and no impact would occur.

## References

DOC (California Department of Conservation). 2016. Los Angeles County Williamson Act Fiscal Year 2015/2016. Available at: https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf. Accessed March 9, 2022.

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# III. Air Quality

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **III. AIR QUALITY —** Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

## Discussion

a) **Less than Significant Impact.** The project site is located within the South Coast Air Basin (SCAB). Air quality planning for the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed project would be subject to the SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

The 2016 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy (SCAQMD, 2016). In accordance with the SCAQMD's CEQA Air Quality Handbook, the following criteria were used to evaluate the project's consistency with the SCAQMD's 2016 AQMP and the County's General Plan Air Quality Element:

- Criterion 1: Will the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Criterion 2: Will the project exceed the assumptions utilized in preparing the AQMP?

Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would

not jeopardize attainment of the air quality levels identified in the AQMP, even if it would individually exceed the SCAQMD's numeric indicators.

### *Criterion 1*

With respect to the first criterion, as discussed under the analysis for Threshold (c) below, localized concentrations of nitrogen dioxide ($NO_2$) as nitrogen oxides ($NO_X$), carbon monoxide (CO), respirable particulate matter (PM10), and fine particulate matter (PM2.5) have been analyzed for the project. Sulfur dioxide ($SO_2$) emissions would be negligible during construction and long-term operations and, therefore, would not have the potential to cause or effect a violation of the $SO_2$ ambient air quality standard. Since volatile organic compounds (VOCs) are not criteria pollutants, there are no ambient air quality standards or localized significance threshold for VOCs. However, due to the role VOCs play in ozone ($O_3$) formation, they are classified as precursor pollutants, and only a regional emissions threshold has been established for VOCs and is evaluated in Threshold (b) below.

The project's $NO_X$, CO, PM10, and PM2.5 emissions during construction and operations were analyzed: (1) to ascertain potential effects on localized concentrations; and (2) to determine if there is a potential for such emissions to cause or effect a violation of the ambient air quality standards for $NO_2$, CO, PM10, and PM2.5. As discussed in Threshold (c) below, construction and operation of the project would not exceed the SCAQMD-recommended localized significance thresholds at sensitive receptors in proximity to the project site. Because the project would not introduce any substantial stationary sources of emissions, CO is the appropriate benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated below in Threshold (c), no intersections would result in a CO hotspot in excess of the ambient air quality standards, and impacts would be less than significant. Therefore, the project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations. Thus, the project would not conflict with Criterion 1.

### *Criterion 2*

#### Construction

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related) upon which the air quality plan is based. The proposed project would generate an increase in short-term construction employment; however, such short-term employment would likely be filled by employees within the construction industry in the SCAB region. Construction industry jobs generally have no regular place of business, as construction workers commute to job sites throughout the region, which may change several times a year. Moreover, these jobs would be temporary in nature. Therefore, the temporary construction jobs generated by the project would not conflict with the long-term employment or population projections upon which the AQMPs are based, and impacts would be less than significant.

Control strategies in the current 2016 AQMP, potentially applicable to control temporary emissions from construction activities, include strategies denoted in the 2016 AQMP as MOB-08 and MOB-10,[1] which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating the replacement of older, emissions-prone engines with newer engines that meet more stringent emission standards. Additionally, the proposed project would comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment. The proposed project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403, for example, apply water spray/mists or similar suppressant (e.g., SoilSeal) at least 3 times per day on active areas of disturbance and unpaved roads, and limit truck speed to 15 miles per hour or less on unpaved roads to minimize dust on unpaved roads at the construction site.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the project would not conflict with the control strategies intended to reduce emissions from construction equipment, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

### Operation

The 2016 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of the SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP. The project represents an infrastructure project that would have no effect on long-term population and employment growth. The project does not include residential or commercial development and its implementation is not forecasted to induce additional growth within the service area. The project would not require nor generate unanticipated employment growth. In addition, as discussed under Section XI, *Land Use and Planning*, in this IS/MND below, the proposed project would include additions, extensions, and improvements to the existing SJCWRP facilities and falls within the uses as designated by the Los Angeles County General Plan and zoning map as the proposed project would be located on land designated as Public and Semi-Public, and land zoned as Residential Agricultural and would not cause a change to the current land use or create a significant impact to its land use designation. As such, the Project would be consistent with the County's General Plan designation for the Project Site and would be consistent with the growth projections. As discussed in Section 1, *Project Description*, of this IS/MND the proposed project would include two new Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, concrete and liner repairs for Channel 2 and the Step Feed Channels. Therefore, the

[1] SCAQMD, 2016 AQMP, March 2017. 2016 AQMP measure MOB-08 applies to on-road mobile sources and is the accelerated retirement of older on-road heavy-duty vehicles to reduce emissions of $NO_X$ and particulate matter. AQMP measure MOB-10 applies to off-road mobile sources and is the extension of the Surplus Off-Road Opt-In for $NO_X$ (SOON) provision for construction/industrial equipment to encourage the accelerated retirement of older off-road heavy-duty equipment to reduce emissions of $NO_X$.

project would not conflict with growth projections in the AQMP. As the project would not conflict with the growth projections in the AQMP, impacts would be less than significant.

b) **Less than Significant Impact.** As indicated above, the project site is located in the SCAB. State and federal air quality standards are exceeded in many parts of the SCAB for $O_3$ and PM2.5, including those monitoring stations nearest to the project area, and is designated a State and federal non-attainment area for these pollutants. The SCAB is also designated as a State non-attainment area for PM10. The project would contribute to local and regional air pollutant emissions during construction (short-term or temporary). However, based on the following analysis, construction and operation of the proposed project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and operational phases.

Daily regional construction and operational source project criteria pollutant emissions (VOC, $NO_X$, CO, $SO_2$, PM10, and PM2.5) were estimated using the CalEEMod (Version 2040.4.0) software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the OFFROAD model and EMission FACtor (EMFAC) model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles. Activities parameters, such as number of pieces of equipment and equipment usage hours were provided by the applicant.

### *Construction*

Construction activities associated with the project would generate temporary and short-term emissions of VOC, $NO_X$, CO, $SO_2$, PM10, and PM2.5. Construction related emissions are expected from site preparation, excavation, grading, trenching, and paving activities. Project construction is expected to commence in 2023 and would be completed in 2025. If project construction commences later than the anticipated start date, air quality impacts would be less than those analyzed herein, because a more energy-efficient and cleaner burning construction equipment fleet mix would be expected in the future, pursuant to State regulations that require construction equipment fleet operators to phase-in less polluting heavy-duty equipment. Therefore, if construction occurs later than anticipated, air quality impacts would generally be less than those analyzed herein due to the likelihood of less emissions generated in a day.

The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity and associated construction equipment was estimated based on consultation with the project applicant. Construction activities would include grading and excavation, concrete pouring, installation of mechanical equipment, tanks, liners, and other supporting features, and paving and finishing activities. Site clearing would be required for approximately 1 acre of land and would result in the excavation of approximately 17,400 cubic yards (cy) of soil. One haul truck

would carry two 10 cy dump trailers, requiring approximately 870 truckloads. Approximately 100 cy of concrete will be demolished, and approximately 1,830 cy of new concrete will be constructed. The proposed project may require asphalt paving; however, it would be less than 1 acre and would be completed at the end of the project. A detailed summary of construction equipment assumptions by phase is provided in the modeling files in **Appendix A**.

The estimated unmitigated maximum daily construction emissions are summarized on **Table 2-1**. Under the maximum evaluated scenario, emissions resulting from the project construction would not exceed any criteria pollutant threshold established by the SCAQMD. As emissions would be well below the significance thresholds, and the project would comply with applicable air quality control regulations, including SCAQMD Rule 403 for controlling fugitive dust, impacts would be less than significant.

**TABLE 2-1**
**UNMITIGATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]**

| Source | VOC | $NO_X$ | CO | SO2 | PM10[b] | PM2.5[b] |
|---|---|---|---|---|---|---|
| **2023** | | | | | | |
| Grading/Excavation | 3.6 | 37.4 | 38.6 | 0.1 | 5.1 | 3.0 |
| Concrete Pouring | 3.8 | 38.0 | 47.3 | 0.1 | 2.9 | 1.9 |
| **2024** | | | | | | |
| Concrete Pouring | 3.5 | 32.7 | 44.8 | 0.1 | 2.2 | 1.5 |
| Installation of Mechanical, Tanks, Liner, etc. | 3.5 | 31.5 | 42.6 | 0.1 | 1.6 | 1.4 |
| Overlapping: Concrete + Mechanical | 7.0 | 64.2 | 87.4 | 0.2 | 3.8 | 3.0 |
| **2025** | | | | | | |
| Installation of Mechanical, Tanks, Liner, etc. | 3.3 | 29.4 | 42.4 | 0.1 | 1.4 | 1.2 |
| Paving and Finishing | 0.0 | 11.2 | 18.0 | <0.1 | 0.6 | 0.5 |
| **Maximum Daily Emissions** | **7.0** | **64.2** | **87.4** | **0.2** | **5.1** | **3.0** |
| SCAQMD Thresholds of Significance | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Thresholds? | No | No | No | No | No | No |

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix A.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: Table compiled by ESA, 2022.

### *Operations*

The project would construct two new Primary Sedimentation Tanks, extend Channel 1 and Gallery 1, and conduct concrete and liner repairs for Channel 2 and the Step Feed Channels. The new facilities would help increase wet-weather flow treatment capacity and operational flexibility but would not increase existing average capacity of the treatment plant. Operation of the project will result in a minimal increase in operational emissions. The SJCWRP currently operates under Permits to Construct/Operate issued by

the SCAQMD, conforming to federal, state, and local air quality regulations. The new facilities would be incorporated into the overall facility emissions inventory calculations. Compliance with the SCAQMD emissions permits would ensure that impacts to air quality remain less than significant.

The project would require periodic maintenance activities which would involve a few trucks or vehicles per month, similar to existing maintenance activities at the SJCWRP. Mobile emissions from the few vehicles for periodic maintenance would result in minimal emissions well below the SCAQMD operational thresholds. The project would not require additional employees; therefore, an increase in worker related commuting vehicle emissions would not be anticipated. Overall, given the sporadic usage of maintenance vehicles, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. As such, operation of the project would result in a less than significant impact.

The SCAB is currently in extreme non-attainment for the $O_3$ and PM2.5 NAAQS and CAAQS and non-attainment for the PM10 CAAQS.[2] A significant impact may occur if a project were to add a cumulatively considerable contribution of a federal or State non-attainment pollutant. Because the SCAB is currently in nonattainment for $O_3$, PM10 and PM2.5, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. CEQA Guidelines Sections 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

> *"A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency…"*

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted AQMP. The AQMP includes demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment), developed by SCAG for their Regional

[2] The Los Angeles County portion of the SCAB is also non-attainment for the lead NAAQS; however, this was due to lead emissions from a battery recycling facility that is no longer in operation. The project would not result in lead emissions to the environment; therefore, lead impacts from the project would not occur.

Transportation Plan (RTP). As discussed under Issue a) above, the project would not conflict with the AQMP.

As the project is not part of an ongoing regulatory program, the SCAQMD also recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. By applying SCAQMD's cumulative air quality impact methodology, even though implementation of the project would result in an addition of criteria pollutants, in conjunction with related projects in the region, cumulatively significant impacts would not occur. Therefore, the emissions of non-attainment pollutants and precursors generated by the project would be less than significant and would not result in a cumulatively considerable air quality impact.

c) **Less than Significant Impact.** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) childcare centers; and (9) athletic fields. Sensitive receptors within a quarter-mile radius of the project boundary include residential uses located approximately 900 feet to the north of the project site near the intersection of Thienes Avenue and Parkway Drive, approximately 1,300 feet to the east of the project site on Belgreen Drive, and approximately 1,150 feet to the west on Famosa Street.

The localized air quality analysis was conducted using the methodology described in the SCAQMD *Localized Significance Threshold Methodology* (SCAQMD, June 2003, revised July 2008), which relies on on-site mass emission rate screening tables and project-specific dispersion modeling typically for sites greater than five acres, as appropriate (SCAQMD, 2008). The localized significance thresholds are applicable to $NO_X$, CO, PM10, and PM2.5. For $NO_X$ and CO, the thresholds are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403 (Fugitive Dust) for construction and Rule 1303 (New Source Review Requirements) for operations. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the project is located, (2) the size of the project area, and (3) the distance between the project area and the nearest sensitive receptor.

SCAQMD's Methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered, plus the truck idling emissions (e.g., haul trucks and vendor trucks) that were calculated separately using the EMFAC emission factors for heavy-heavy-duty

(HHD) vehicles. The closest existing sensitive receptors to the project's construction area are located approximately 900 feet to the north of the project site near the intersection of Thienes Avenue and Parkway Drive, approximately 1,300 feet to the east of the project site on Belgreen Drive, and approximately 1,150 feet to the west on Famosa Street. The localized significance threshold (LST) used for the localized significance impact analysis were based on a two-acre project construction area in the West San Gabriel Valley Source-Receptor Area (SRA 11) and based on the SCAQMD screening criteria for sensitive receptors located within 200 meters[3] away.

### *Construction*

**Table 2-2** identifies the localized impacts at the nearest receptor location in the vicinity of the project area. The localized emissions during construction activity would not exceed SCAQMD's localized significance thresholds. As emissions would be well below the significance thresholds, and the project would comply with applicable air quality control regulations, including SCAQMD Rule 403 for controlling fugitive dust, impacts would be less than significant.

**TABLE 2-2**
**UNMITIGATED MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY) [A]**

| Source | $NO_x$ | CO | PM10 [b] | PM2.5 [b] |
|---|---|---|---|---|
| **2023** | | | | |
| Grading/Excavation | 32.4 | 34.3 | 4.2 | 2.7 |
| Concrete Pouring | 32.8 | 41.7 | 1.5 | 1.5 |
| **2024** | | | | |
| Concrete Pouring | 30.8 | 41.6 | 1.3 | 1.3 |
| Installation of Mechanical, Tanks, Liner, etc. | 31.3 | 41.8 | 1.4 | 1.4 |
| Overlapping: Concrete + Mechanical | 62.1 | 83.3 | 4.2 | 2.7 |
| **2025** | | | | |
| Installation of Mechanical, Tanks, Liner, etc. | 29.2 | 41.6 | 1.2 | 1.2 |
| Paving and Finishing | 11.0 | 17.6 | 0.5 | 0.5 |
| **Maximum Localized (On-Site) Emissions** | **62.1** | **83.3** | **4.2** | **2.7** |
| **SCAQMD Localized Screening Criteria [c]** | **147** | **2,660** | **68** | **24** |
| Exceed Screening Numeric Indicator? | No | No | No | No |

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix A.
[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
[c] The SCAQMD LSTs are based on Source Receptor Area 11 (South San Gabriel Valley) for a 2-acre site and based on the screening criteria for sensitive receptors located approximately 200 meters (656 feet) away.

SOURCE: Table compiled by ESA, 2022.

[3] Appendix C of the SCAQMD *Final Localized Significance Threshold Methodology* (2008) provides screening levels at distances of 25, 50, 100, 200, and 500 meters. Interpolation between distances is permissible; however, for ease of calculation and to provide a conservative analysis, the 200-meter distance is used, which is equivalent to approximately 656 feet. Because actual sensitive receptors are located 900 feet or more from the project's construction area, the actual screening criteria would be higher than used in this conservative analysis.

### *Operations*

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may queue and idle at the site (e.g., warehouse or transfer facilities). With regard to on-site sources of emissions, the proposed project would not generate emissions resulting from sources such as natural combustion (on-site natural gas consumption for heating, such as natural gas combustion in boilers and water heaters) and landscaping equipment. Overall, given the small scale and sporadic usage of maintenance vehicles, localized project operational-source emissions would not exceed applicable SCAQMD localized thresholds of significance and operational impacts would be less than significant.

### *Carbon Monoxide Hotspot*

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Projects may worsen air quality if they increase the percentage of vehicles in cold start modes by two percent or more; significantly increase traffic volumes (by five percent or more) over existing volumes; or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at Level of Service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F.[4]

CO decreased dramatically in the SCAB with the introduction of the automobile catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the SCAB in recent years and the SCAB is currently designated as a CO attainment area for both the CAAQS and NAAQS. As discussed below, it is not expected that CO levels at project-impacted intersections would rise to such a degree as to cause an exceedance of these standards.

#### Construction

Project construction would result in temporary additional worker vehicle trips ranging from approximately 8 to 80 worker trips (i.e., 4 inbound/4 outbound trips to 40 inbound/40 outbound trips) depending on the phase of construction. The grading and excavation phase would generate the maximum number of truck trips with up to approximately 28 soil hauling truck trips per day (14 inbound/14 outbound) during grading and excavation activities and 62 concrete and vendor truck trips per day (31 inbound/31 outbound trips) during concrete pouring and mechanical installation activities. Maximum ambient measured concentrations of CO in SRA 11 range from approximately 1.9 to 3.1 parts per million (ppm) for a maximum 1-hour averaging period and 1.5 to 1.8 ppm for a maximum 8-hour averaging period between year 2018 and 2020, for which data is available from the SCAQMD (SCAQMD 2022). The corresponding

[4] Level of Service (LOS) operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the peak hour, calculated using a ratio of its traffic volume and its intersection capacity and based on intersection geometrics peak-hour volumes, turning movements and signal phasing. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst.

California Ambient Air Quality Standards (CAAQS) for CO are 9.0 ppm (1-hour) and 20 ppm (8-hour). The corresponding National Ambient Air Quality Standards (NAAQS) for CO are 9 ppm (1-hour) and 35 ppm (8-hour). The project's minimal number of trucks and worker commute vehicles relative to general vehicular traffic in the project area would not result in the generation of new or substantially worsened CO hotspots and impacts would be less than significant.

#### Operation

The proposed project is an infrastructure project that involves the construction of two new Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, concrete and liner repairs for Channel 2 and the Step Feed Channels. Operation of the proposed project would be similar to current operations and generate minimal emissions due to the occasional maintenance of the project. Additionally, the project would not require additional employees and would not result in added employee vehicle trips to and from the project site. Therefore, project operations related to CO hotspots would be less than significant.

### *Toxic Air Contaminants*

Concentrations of toxic air contaminants (TACs) are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

Construction activities associated with the project would result in temporary and short-term emissions of diesel particulate matter, which the State has identified as a TAC. During construction, the exhaust of off-road heavy-duty diesel equipment would emit diesel particulate matter during general construction activities, such as site preparation excavation, installation of pipeline, and asphalt paving.

Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors, according to the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA Guidance), which was updated in 2015 with new exposure parameters including age sensitivity factors (OEHHA 2015). Sensitive receptors would be located approximately 900 feet or more from the project's construction area. Localized diesel particulate matter emissions (strongly correlated with PM2.5 emissions) would be minimal and would be below the PM10 and PM2.5 localized thresholds as presented in Table 2-2. Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. The low level of PM2.5 emissions coupled with the very short-term duration of construction activity at any one location, the relatively small-scale of the project, and the distance of the sensitive receptors of 900 feet or more from the project's construction area would result in an overall low level of diesel particulate matter

concentrations at sensitive receptor locations. Furthermore, compliance with the CARB anti-idling Air Toxics Control Measure, which was adopted in 2004 and limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles (Title 13 California Code of Regulations [CCR], Section 2485), would further minimize diesel particulate matter emissions in the construction area. The proposed project would also comply with required and applicable Best Available Control Technology (BACT) and the In-Use Off-Road Diesel Vehicle Regulation, which was adopted in 2007 and aims to reduce emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR Section 2449). Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with the largest fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. Operation of the project would not generate TAC emissions in any substantial quantities as the project would not require the routine use of diesel-fueled equipment or trucks. Thus, it is expected that sensitive receptors would be exposed to emissions below thresholds and TAC impacts would be less than significant.

d) **Less than Significant Impacts.** Potential activities that may emit odors during construction activities include the application of asphalt and the combustion of diesel fuel in on- and off-road equipment. SCAQMD Rules 1108 and 1108.1 would limit the amount of VOCs in asphalt. In addition, the project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Further, construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Through adherence with mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. In addition, as discussed above in Thresholds (b) and (c), construction and operational emissions would not exceed the SCAQMD regional or localized significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and $SO_2$). Therefore, construction and operation of the project would result in less than significant impacts with regards to odors and other emissions.

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# IV. Biological Resources

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

## Discussion

ESA conducted a desktop analysis of the proposed project to determine the potential for sensitive resources to occur within and immediately adjacent to the project site; no field surveys were conducted for the project. A review of aerial imagery (Google Earth Pro 2022), in combination with the resources cited below, was completed to establish existing conditions within and immediately adjacent to the project site, and to determine the potential for special-status plants and wildlife, and/or other sensitive biological resources to occur.

The following resource inventory databases and various publications were referenced as part of the desktop analysis:

- Los Angeles County's Sensitive Bird Species (Allen et al. 2009)
- California Natural Diversity Data Base (CNDDB) (CDFW 2022a). Database was queried for special status species records in the El Monte USGS 7.5-minute quadrangle and eight surrounding quadrangles including Azusa, Baldwin Park, La Habra, Los Angeles, Mt. Wilson, Pasadena, South Gate and Whittier.
- California Natural Community List (CDFW 2022b).

- Inventory of Rare and Endangered Vascular Plants of California (CNPS 2022). Database was queried for special status species records in the El Monte USGS 7.5-minute quadrangle and eight surrounding quadrangles including Azusa, Baldwin Park, La Habra, Los Angeles, Mt. Wilson, Pasadena, South Gate and Whittier.
- Significant Ecological Areas (SEA) Ordinance Implementation Guide (Los Angeles County 2022).
- Critical Habitat Portal (USFWS 2022a)
- Information for Planning and Consultation (USFWS 2020b)

### *Existing Conditions*

The proposed project would occur entirely within the SJCWRP, which is largely developed and consists of operational wastewater treatment buildings and components, and associated infrastructure such as paved roadways, employee parking lots and landscaped areas with ornamentally planted trees and shrubs. Few unpaved areas exist within the project site; however, those that do appear to be disturbed regularly by pedestrian and vehicular traffic and are largely devoid of vegetation, with the exception of limited weedy growth.

The Los Angeles County Puente Hills Significant Ecological Area (SEA) is located immediately to the north and east of the SJCWRP and proposed project site. This portion of the Puente Hills SEA includes the confluence of the San Gabriel River and San Jose Creek. Both of these perennial aquatic features exhibit flowing water for most of the year, and support a mixture of riparian and wetland natural communities. Key plant species expected to occur as prominent components of these communities include western sycamore (*Platanus racemosa*), Fremont cottonwood (*Populus fremontii*), red willow (*S. laevigata*), arroyo willow (*S. lasiolepis*) and cattail (*Typha latifolia*), among others.

### *Common Wildlife*

The project site itself supports limited habitat for wildlife other than those that are accustomed to development and the presence of humans, such as bird species that may forage and nest within ornamental vegetation or small mammals (i.e., California ground squirrel (*Otospermophilus beecheyi*)), that may burrow in disturbed, unvegetated areas. Birds expected to utilize the project site to forage and nest may include Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), common raven (*C. corax*) and house finch (*Haemorhous mexicanus*).

Common wildlife expected to occur within the adjacent Puente Hills SEA and utilize the available riparian and wetland habitat outside of the SJCWRP, include various species of bird, small mammal, and reptiles and amphibians. Bird species expected to occur within the SEA include red-tailed hawk (*Buteo jamaicensis*), lesser goldfinch (*Spinus psaltria*) and Cassin's kingbird (*Tyrranus vociferans*), among others. Small mammal species expected to occur within the SEA include the California ground squirrel and Botta's pocket gopher (*Thomomys bottae*). Reptiles and amphibians expected to occur include western toad (*Anaxyrus boreas*), California treefrog (*Pseudacris cadaverina*), Baja California treefrog (*P. hypochondriaca*), western fence lizard (*Sceloperus occidentalis*) and side-blotched lizard (*Uta stansburiana*).

### *Special-Status Wildlife Species*

Special-status wildlife is defined as those animals that, because of their recognized rarity or vulnerability to various forms of habitat loss or population decline, are recognized by federal, state, or other agencies as under threat from human-associated developments. Some of these species receive specific protection that is defined by federal or state endangered species legislation. Others have been designated as special-status on the basis of adopted policies and the expertise of state resource agencies or other respected organizations, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. Special-status wildlife is defined as follows:

- Animals listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species).
- Animals that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register, December 2, 2016).
- Animals that meet the definitions of rare or endangered species under the California Environmental Quality Act (CEQA) (State CEQA Guidelines, Section 15380).
- Animals listed, proposed for listing, or identified as candidate species for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5).
- Animal species of special concern to the California Department of Fish and Wildlife (CDFW) (Shuford & Gardali 2008 for birds; Williams 1986 for mammals; Moyle et al. 1995 for fish; and Jennings & Hayes 1994 for amphibians and reptiles).
- Animal species that are fully protected in California (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).
- Bat species considered priority by the Western Bat Working Group (WBWG 2022).
- Los Angeles County's Sensitive Bird Species (Allen et al 2009).

A search of the most current CNDDB (CDFW 2022a) records for the study area revealed that numerous special-status wildlife species have been previously recorded within a search area defined as the El Monte 7.5-minute USGS quadrangle map and surrounding eight USGS quadrangle maps. A complete list of the species generated in the CNDDB query are provided in **Appendix B.** Based on absence of suitable habitat, known geographic distributions and/or range restrictions, it was determined that many of these species do not have potential to occur within the project site or the adjacent Puente Hills SEA, and are therefore omitted from further discussion. A total of 23 species were determined to have a low to high potential to occur in the Puente Hills SEA (within 500 feet of the project site), based on the following criteria:

- **Low Potential:** The adjacent Puente Hills SEA supports limited habitat for a particular species. For example, the appropriate vegetation assemblage may be present while the substrate preferred by the species may be absent.
- **Moderate Potential:** The adjacent Puente Hills SEA supports marginal habitat for a particular species. For example; the habitat may meet all criteria necessary to support a

species; however, is heavily disturbed and/or may only support certain (i.e., Adult, or larval) stages of a species life cycle, for example.

- **High Potential:** The adjacent Puente Hills SEA supports suitable habitat conditions for a particular species and/or known populations occur in the immediate vicinity.

No suitable habitat is present within the proposed project site. Potentially suitable habitat exists along the San Gabriel River and San Jose Creek, within the Puente Hills SEA which is located to the east and the north of the proposed project site. The following 17 species have a moderate to high potential to occur within the adjacent Puente Hills SEA: Cooper's hawk (*Accipiter cooperii*), San Diegan legless lizard (*Anniella stebbinsi*), pallid bat (*Antrozous pallidus*), coastal whiptail (*Aspidoscelis tigris* ssp. *stejnegeri*), Townsend's big-eared bat (*Corynorhinus townsendii*), southwestern willow flycatcher (*Empidonax traillii* ssp. *extimus*), western pond turtle (*Emys marmorata*), yellow-breasted chat (*Icteria virens*), silver-haired bat (*Lasionycteris noctivagans*), western red bat (*Lasiurus blossevillii*), California towhee (*Melozone crissalis*), Belted kingfisher (*Megaceryle alcyon*), coast horned lizard (*Phrynosoma blainvillii*), mountain lion (*Puma concolor*), yellow warbler (*Setophaga petechia*), two-striped garter snake (*Thamnophis hammondii*), and least Bell's vireo (*Vireo bellii* ssp. *pusillus*).

The proposed project site is generally devoid of vegetation and no special-status species were determined to have a potential to occur within the SJCWRP.

a) **Less than Significant Impact with Mitigation**. The project site does not include natural habitat that could support sensitive species other than the potential for bird nests, bat roosts, and common wildlife. Adjacent habitat areas are unlikely to be affected by construction or operations since the area is surrounded on two sides by busy freeways and industrial uses. Furthermore, the project would be constructed on a graded portion of the existing SJCWRP, resulting in no change to land use or loss of vegetation. Impacts to sensitive species would be considered less than significant. The following sections summarize this conclusion for specific habitat or species categories that are relevant for the neighboring Puente Hills SEA or the project site.

#### Critical Habitat

The USFWS Critical Habitat Portal indicates that critical habitat does not occur within or adjacent to the project site; therefore, the proposed project is not expected to result in an impact to critical habitat.

#### Special-Status Plant Species

Based on the level of disturbance/development and the absence of suitable habitat within the project site, special-status plants are not expected to occur; therefore, the proposed project is not expected to result in an impact to special-status plant species.

#### Special-Status Avian Wildlife Species and Nesting Birds

The belted kingfisher, California towhee, Cooper's hawk, least Bell's vireo, southwestern willow flycatcher, yellow-breasted chat and yellow warbler, as well as, various other resident and migratory bird species protected in accordance with the MBTA and Sections

3505, 3503.5, and 3511 of the California FGC, may nest within the Puente Hills SEA, adjacent to and within 500 feet of the project site, which may be disrupted by construction-generated noise (expected to occur between the hours of 7:00 a.m. and 4:00 p.m.). Due to the potential presence of special-status bird species within the Puente Hills SEA adjacent to the proposed project site, work activities within 500 feet of the Puente Hills SEA should be scheduled outside of the avian nesting season (February 15 to September 15). If the nesting season cannot be avoided, implementation of **Mitigation Measure BIO-1**, would be required to conduct preconstruction nesting bird surveys. With implementation of Mitigation Measure BIO-1, impacts would be considered less than significant.

### Special-Status Bats

The pallid bat, silver-haired bat, Townsend's big eared bat and western red bat may forage and roost within the Puente Hills SEA, which is located to the east and north of the SJCWRP. The proposed project impact areas would not result in the removal or impact to trees within the SJCWRP. In addition, construction activities are expected to occur primarily during daylight hours between the hours of 7:00 a.m. and 4:00 p.m., when nocturnal wildlife activity is reduced. Therefore, foraging and roosting bats would not be impacted by the proposed project construction and impacts would be considered less than significant.

### Special-Status Reptiles and Mountain Lion

The coast horned lizard, coastal whiptail, two-striped garter snake and western pond turtle may occur in the adjacent Puente Hills SEA, and mountain lions could utilize this area to forage for prey, as well as, for movement. Construction activities are not expected to occur within the Puente Hills SEA; therefore, a direct impact to these species or their activities is not expected. Moreover, construction activities are expected occur primarily during daylight hours between the hours of 7:00 a.m. and 4:00 p.m., when nocturnal wildlife activity is reduced; and the potential to affect wildlife movement is less. Impacts to special-status mammal and reptile species would be considered less than significant.

## Mitigation Measures

**BIO-1: Nesting Birds** If work activities occur within the bird nesting season (generally defined as February 15 through September 15), a qualified biologist shall conduct a nesting bird survey within 3-7 days prior to the proposed construction start date, to identify any active nests within 500 feet of the project site. If an active nest is found, the nest shall be avoided and a suitable buffer zone shall be delineated in the field such that no impacts shall occur until the chicks have fledged the nest as determined by a qualified biologist. Construction buffers shall be 300 feet for passerines and up to 500 feet for the belted kingfisher, California towhee, Cooper's hawk, least Bell's vireo, southwestern willow flycatcher, yellow-breasted chat, yellow warbler, and raptor species; however, avoidance buffers may be reduced at the discretion of the biologist, depending on the location of the nest and species tolerance to human presence and construction-related noises and vibrations.

If activities must take place within an established buffer, steps should be taken to reduce indirect effects to nesting activity by actively reducing construction noise (to no more than 3 decibels [dBA] above pre-construction ambient noise levels) within proximity to a presumed nest location and/or installing temporary construction noise barriers. If the reduction of noise is not feasible, work activities should be postponed until the nest is deemed inactive and/or the breeding season has concluded.

b) **Less than Significant Impact**. The project site does not support riparian vegetation and/or sensitive natural communities identified in regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, direct impacts to riparian vegetation and/or sensitive natural communities, as a result of the project, are not expected. However, riparian habitat exists adjacent to the proposed project site and fugitive dust generated by the project could have an indirect effect on the habitat and water quality within San Jose Creek and the San Gabriel River. The Sanitation Districts would comply with all local, state, and federal regulations related to management of construction activities within the project site and would comply with SCAQMD Rule 403, which would include management of fugitive dust generated during project construction. With implementation of local, state, and federal regulations impacts to riparian habitat or other sensitive natural community would be considered less than significant.

c) **Less than Significant Impact**. The proposed project site does not include any state or federally protected wetlands. The adjacent Puente Hills SEA includes aquatic resources. However, the proposed project would be contained within the boundary of the SJCWRP and no direct impacts to these resources would occur. Impacts would be considered less than significant.

d) **Less than Significant Impact**. Wildlife would be expected to utilize the San Gabriel River and San Jose Creek (Puente Hills SEA) located adjacent to the project site for movement. Construction activities are expected to occur between the hours of 7:00 a.m. and 4:00 p.m., when nocturnal wildlife activity is reduced; and the potential to affect wildlife movement is less. Once constructed, the project site would operate similar to existing conditions and would not create any new impacts related to wildlife movement. The proposed project would not interfere substantially with the movement of any native resident or migratory wildlife or fish species or impeded an established native resident or migratory wildlife corridor. In addition, no native wildlife nursery exists within the project site. Therefore, impacts to wildlife movement would be considered less than significant.

e) **No Impact**. The proposed project would be implemented within the existing SJCWRP. Oak trees do not occur within the project site or directly adjacent. The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and no impact would occur.

f) **Less than Significant Impact with Mitigation**. The proposed project would be located immediately adjacent to the Puente Hills SEA, which is part of the County of Los Angeles Significant Ecological Areas Program. Construction associated with the proposed project would occur entirely within the boundary of the SJCWRP and impacts to the SEA would not occur. Further, implementation of **Mitigation Measure BIO-1** would ensure that impacts to the Puente Hills SEA are considered less than significant.

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# V. Cultural Resources

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **V. CULTURAL RESOURCES —** Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | ☐ | ☒ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☒ | ☐ | ☐ |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | ☐ | ☒ | ☐ | ☐ |

## Discussion

a) **Less than Significant Impact with Mitigation Incorporated.** The proposed expansion will include construction of two new primary sedimentation tanks with an approximate footprint of 300 feet (ft) by 42 ft (about 12,600 square ft) and extending to about 10 to 15 ft below grade. The new tanks are planned southeast of the five existing primary sedimentation tanks. As part of the new tank construction, the existing Channel and Gallery No. 1 are expected to be extended for about 42 ft and extend about 25 ft below grade. On the southwest side, the proposed tanks are expected to be constructed against the existing Channel and Gallery No. 2, which extends deeper than the expected depth of new sedimentation tanks.

A records search was conducted on March 18, 2022, by staff from the California Historical Resources Information System – South Central Coastal Information Center and included a review of all recorded cultural resources and previous studies within the project site and a 0.50-mile radius. The records search results indicate that approximately 45 percent of the 0.50-mile radius and the entirety of the project site have been included in previous cultural resources assessments. The most recent study, *Historical/Archaeological Resources Survey Report for San Gabriel Valley Water Company Plant 11 Improvements Project*, was conducted in 2013, however it did not overlap the project site. Of the 27 previous studies, two studies (LA-3295 completed in 1988 and LA-4880 completed in 2000) overlap the project site. A total of nine historic architectural resources have been previously recorded within the 0.50-mile records search radius; however, none are located within or immediately adjacent to the project site. The SJCWRP West facility, where the project site is located, was constructed in the 1990s. No archaeological resources have been previously recorded within the project site or 0.50-mile radius (Clark and Ehringer 2022).

The California Native American Heritage Commission (NAHC) was contacted on March 22, 2022, to request a search of the Sacred Lands File (SLF). The NAHC responded to the request in a letter dated May 3, 2022, indicating that the results of the search were positive, but did not include the number, nature, or location of the sacred sites. The response letter suggested contacting the Gabrieleño Band of Mission Indians – Kizh

Nation. More information on the outreach and discussion efforts are provided below in Section XVIII, Tribal Cultural Resources.

A cultural resources survey of the project site was conducted on April 5, 2022, by Environmental Science Associates (ESA). The area where the Step Feed Channel and Channel 2 repairs would occur are currently developed with existing aeration tanks and piping and lacked ground surface visibility. This area was not subject to a pedestrian survey. The area where the Primary Sedimentation Tanks and the Channel 1 and Gallery 1 Extension would be installed was subject to an opportunistic survey instead of a systematic survey to identify any areas of visible ground surface since this area is covered with thick mulch and gravel, limiting ground surface visibility. No cultural resources were identified (Clark and Ehringer 2022).

According to geologic mapping (Dibblee and Ehrenspeck 1999) and geotechnical investigations (Geosyntec Consultants 2020), the project site is underlain by 5 to 10 feet of undocumented artificial fill followed by 15 to 25 feet of Holocene-age alluvium. The geotechnical investigations included subsurface exploration by combining Cone Penetration Testing and drilling using hollow stem auger. For each boring, one composite sample representing the top 10 ft below ground surface (bgs) and a second composite sample representing depths of 15 to 25 ft bgs were collected for testing. Subsurface exploration data indicate that the top 5 to 10 ft bgs are likely fill materials as a result of previous site development and are comprised of predominantly silty sands with some gravel. Underlying the zone of the interpreted artificial fill is shallow younger coarse-grained alluvium with a few thin layers of low-plasticity, fine-grained soils. This unit extends to a depth of about 15 to 25 ft bgs. Starting at about 20 to 25 ft bgs, the explorations encountered older coarse-grained alluvium material classified as primarily dense to very dense sand with low fines content. Undocumented artificial fill is unlikely to contain intact, in situ archaeological deposits, although there could be isolated artifacts or pockets of archaeological deposits. The Holocene-age alluvium is contemporaneous with human occupation with North America, and could contain intact, in situ prehistoric archaeological deposits. Moreover, the San Gabriel River is located in close proximity to the project site, and could have provided fresh water and natural resources to prehistoric inhabitants. Archaeological materials, should they once have been present, may have been buried by alluvial deposits during periodic flooding of the river. Lastly, the NAHC indicated that the SLF results were positive. Based on these factors, the project site appears to contain a moderate potential for buried archaeological resources up to depths of approximately 25 feet. Excavations in the upper 5 to 10 feet may encounter disturbed deposits while excavations between 5-10 and 25 feet may encounter intact deposits (Clark and Ehringer 2022).

No known cultural resources were identified within the project site. The archaeological sensitivity assessment (found on page 19 of the *Cultural Resources Assessment Report*) indicates that there is a moderate potential to encounter archaeological materials up to about 25 feet in depth. Since the project includes excavation up to approximately 27 feet in depth, there is a possibility that project-related ground disturbing activities may

encounter archaeological resources that could meet the definition of historical resources as defined in California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5. Impacts to unknown archaeological resources that may meet the definition of an historical resource could result in a significant impact to historical resources in the absence of project mitigation. With the implementation of Mitigation Measures CUL-1 and CUL-2 any potentially significant impacts from the project would be reduced to a less than significant level.

## Mitigation Measures

**CUL-1**: The Sanitation Districts shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Qualified Archaeologist) to carry out all mitigation related to archaeological resources. In the event of an unanticipated discovery of an archaeological resource that may be either a historical or unique archaeological resource, as those terms are defined in CEQA, the Qualified Archaeologist shall be contacted and shall provide an in-field assessment of the finds in accordance with the process and procedures outlined in MM CUL-2. Prior to start of ground-disturbing activities, the Qualified Archaeologist or their designee shall conduct cultural resources sensitivity training for all construction personnel. Representatives from Native American tribes shall be invited to attend and participate in the cultural resources sensitivity training session in order to provide information on the potential for discovery of tribal cultural resources. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The Sanitation Districts shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

**CUL-2**: In accordance with California Public Resources Code Section 21083.2, in the event of the unanticipated discovery of archaeological materials, the Sanitation Districts shall immediately cease all ground disturbing activities within 100-feet of the discovery until the newly discovered resource(s) can be evaluated by the Qualified Archaeologist. Construction shall not resume until the Qualified Archaeologist has made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource, as those terms are defined in CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Avoidance or preservation in place may be accomplished by, but is not limited to, avoiding constructing on or above the discovery, incorporating the discovery area of the resource into open space, capping, or preservation of the site of the discovery either by deed restriction or permanent conservation easement. If, after consultation between the Qualified Archaeologist and representatives of the Sanitation Districts, it is determined based on project design requirements that preservation in place is infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Data Recovery and Treatment Plan shall be prepared and implemented by the Qualified Archaeologist that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

The Qualified Archaeologist and Sanitation Districts shall consult with representatives from Native American tribes to determine appropriate treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. The treatment plan shall include provisions for the final disposition of the recovered resources, which may include onsite reburial of the resources in an area that will not be subject to any disturbance or excavation, curation at a public or non-profit institution which complies with the California Office of Historic Preservation's *Guidelines for the Curation of Archeological Collections* (State Historical Resources Commission and California Department of Parks and Recreation 1993), or donation to a local Native American Tribe, school, or historical society.

b) **Less than Significant Impact with Mitigation Incorporated.** As noted under Section V(a), no known archaeological resources were identified within the project site. The archaeological sensitivity assessment indicates that there is a moderate potential to encounter archaeological materials up to about 25 feet in depth. Since the project includes excavation up to approximately 27 feet in depth, there is a possibility that project-related ground disturbing activities may encounter archaeological resources that could meet the definition of unique archaeological resources as defined in Public Resources Code Section 21083.2. Impacts to unknown archaeological resources qualifying as unique archaeological resources could result in a significant impact to unique archaeological resources. However, implementation of Mitigation Measures CUL-1 and CUL-2 would reduce impacts to less than significant.

## Mitigation Measures

Implement Mitigation Measures CUL-1 and CUL-2.

c) **Less than Significant Impact with Mitigation Incorporated.** No archaeological resources have been recorded within the project site or a 0.5-mile radius, and no cemeteries are known to have existed within the project site. However, the results of the SLF through the NAHC were positive. Additionally, since the project includes ground-disturbing activities, it is possible that unknown human remains could be disturbed. Implementation of Mitigation Measure CUL-3 would reduce potential impacts to human remains discoveries to less than significant.

## Mitigation Measures

**CUL-3:** For discoveries of Native American human remains, California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 shall be followed. If human remains are encountered, all ground-disturbing activities shall halt within 100 feet ("buffer area") of the discovery, and the human remains, along with any associated grave goods and associated burial and sacred items shall remain in place until the procedures as outlined in California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 are completed.

If the NAHC is unable to identify a Most Likely Descendent (MLD), or the MLD identified fails to make a recommendation, or the landowner rejects the

recommendation of the MLD and the mediation provided for in Subdivision (k) of California Public Resources Code Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.

## References

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# VI. Energy

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **VI. ENERGY —** Would the project: | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

## Discussion

a) **Less than Significant Impact.**

### *Construction*

The project would consume energy during construction activities, primarily from on- and off-road vehicle fuel consumption in the form of diesel and gasoline, necessary during excavation and construction of the proposed project components and facility improvements.

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the CARB OFFROAD model, which was used in the project's air quality analysis. On-road vehicles would include trucks to haul soil excavated and relocated on site, vendor trucks to deliver non-potable water provided by the Sanitation Districts for dust control, and fuel used for employee commute trips. Lighting, and other processes associated with grid electricity, would be provided using generator sets running on diesel fuel. Therefore, the project is not projected to consume electricity. Construction activities, including the construction of sedimentation tanks, typically do not involve the consumption of natural gas. **Table 2-3** summarizes the project's total and yearly fuel consumption from construction activities.

The petroleum-based fuel use summary provided in Table 2-3 represents the amount of transportation energy that could potentially be consumed during project construction of the proposed project, based on a conservative set of assumptions, provided in **Appendix C** of this IS/MND. As shown, on- and off-road vehicles would consume an estimated 9,600 gallons of gasoline and 159,300 gallons of diesel fuel throughout the project's construction. For comparison purposes, the fuel usage during project construction would represent approximately 0.0002 percent of the 2020 annual on-road gasoline-related energy consumption and 0.013 percent of the 2020 annual diesel fuel-related energy consumption in Los Angeles County, as shown in Appendix C of this IS/MND.

**TABLE 2-3**
**SUMMARY OF FUEL CONSUMPTION DURING PROJECT CONSTRUCTION**

| Fuel Type | Approximate Quantity (gallons) |
|---|---|
| **Gasoline** | |
| On-Road Construction Vehicles | 9,600 |
| Off-Road Construction Equipment | — |
| **Total Gasoline** | **9,600** |
| **Diesel** | |
| On-Road Construction Vehicles | 16,100 |
| Off-Road Construction Equipment | 143,200 |
| **Total Diesel** | **159,300** |
| **Estimated Active Construction Duration** | **Approximately 2 years** |
| **Annual Average Gasoline Use** | **4,800** |
| **Annual Average Diesel Use** | **79,700** |

SOURCE: Table compiled by ESA, 2022.

The proposed project's construction contractors would comply with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling time in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. CARB approved the Truck and Bus regulation to reduce $NO_X$, PM10, and PM2.5 emissions from existing diesel vehicles operating in California. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models.

While intended to reduce construction criteria pollutant emissions, compliance with the CARB anti-idling and emissions regulations (refer to discussion of these regulations in Section III[c] above) would also result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. According to the CARB staff report that was prepared at the time the anti-idling ATCM was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and $NO_X$ emissions by 64 and 78 percent respectively in analysis year 2009. These reductions in emissions are directly attributable to overall reduced idling times and fuel combustion as a result of compliance with the regulation.

Construction would also be estimated to require an average of approximately 13,750 kilowatt-hours (kWh) per year during the approximately two-year construction period for

electricity needed to supply, distribute, and convey water used to control fugitive dust emissions and electricity for a typical construction office trailer. The State of California requires that an increasing percentage of electricity be supplied by renewable energy sources. Senate Bill 100, signed by the Governor on September 10, 2018, increased California's Renewables Portfolio Standard (RPS) and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. Electricity demand during project construction would be attributed to necessary activities such as for dust control required by South Coast Air Quality Management District (SCAQMD) regulations and for construction office trailer lighting and personal electronic devices (e.g., computer laptops, mobile phone, etc.). Electricity would be supplied with a mix of renewable energy sources as required by law.

Thus, based on the above, construction of the proposed project would use energy necessary to implement the proposed project but would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be less than significant.

### *Operations*

Operational energy consumption would be minimal as the project is an infrastructure project that involves the construction of two new Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, and concrete and liner repairs for Channel 2 and the Step Feed Channels. The project would require periodic maintenance activities which would involve a few trucks or vehicles per month, similar to existing conditions. Operation of the project would require minimal net additional electricity for small mechanical equipment of approximately 5 horsepower with a maximum possible demand of approximately 32,672 kWh per year (assuming operation 24 hours per day, seven days a week at full load). The project would also include a chopper pump motor rated at 50 horsepower with a maximum possible demand of approximately 326,617 kWh per year (assuming operation 24 hours per day, seven days a week at full load). The total electricity for this equipment would be approximately 359,289 kWh per year, which would be 0.0004% of the annual system sales from Southern California Edison. Electricity would be supplied with an increasing mix of renewable energy sources as required by law as discussed above for Senate Bill 100. No new natural gas energy consumption would be required. Fuel consumption from the few vehicles for periodic maintenance would result in minimal energy use. Thus, operation of the project would use energy necessary to provide maintenance for the project but would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be less than significant.

b) **Less than Significant Impact.** Construction and operation of the project would not result in an increase in demand for electricity or natural gas. As stated above in Section VI(a), the project's energy consumption would primarily result from on- and off-road fuel use from construction related vehicles. The project is an infrastructure project that once

constructed would not contribute to operational related energy consumption, aside from minimal electricity use for small mechanical equipment of approximately 5 horsepower and 50 horsepower with a demand of approximately 359,289 kWh per year. Electricity would be supplied with an increasing mix of renewable energy sources as required by law as discussed above for Senate Bill 100. Therefore, the project's burden on energy demand would be minimal and would not result in conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

## References

CARB (California Air Resources Board). 2004. Proposed Regulation Order: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Appendix A, 2004. Available at https://www.arb.ca.gov/regact/idling/isorappf.pdf Accessed December 2020.

CEC (California Energy Commission). 2020. 2010-2020 CEC-A15 Results and Analysis, LA County Annual Gasoline and Diesel Fuel Sold (million gallons per year), 2020. Available at: https://www.energy.ca.gov/media/3874. Accessed March 2022.

# VII. Geology and Soils

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

## Discussion

a.i) **Less than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones along active faults (i.e. faults with movement within the last 11,000 years) in California. According to the Department of Conservation (DOC), the project site is not located within an Alquist-Priolo Earthquake Fault Zone (DOC 1999). The nearest active faults, mapped in accordance with the Alquist-Priolo Earthquake Fault Zoning Act, are the East Montebello Fault and the Whittier Fault, located approximately three miles to the west and south of the project site, respectively (Geosyntec 2020). As the project site is not located in close proximity to an Alquist-Priolo Earthquake Fault Zone and does not contain any active or potentially active faults, the potential for surface fault rupture is negligible. Further, the proposed project would not include construction of buildings that would be used for human occupancy. Therefore, the proposed project would not directly or indirectly cause substantial adverse effects related to rupture of a known earthquake fault. Impacts would be considered less than significant.

a.ii) **Less than Significant Impact.** The project site is located in an area known for seismic activity and has the potential to experience strong ground shaking. The closest active faults are the East Montebello Fault, located approximately three miles west of the project site within the City of Rosemead, and the Whittier Fault, located approximately three miles south of the project site within the City of Whittier (Geosyntec 2020). A major earthquake associated with any of the nearby faults in the region could result in moderate to severe ground shaking in the project area, which could expose people to potential geologic hazards and/or result in damage to the proposed facilities during construction and operation of the proposed project. However, the construction period for the proposed project would be temporary and would occur over 24 months. Construction of the proposed Primary Sedimentation Tanks and associated minor improvements to the existing tank facilities (e.g., increasing concrete thickness), would be required to comply with the latest design criteria and building codes governing the project area to reduce the potential for seismic hazards to impact the proposed facilities over the operational life of the project. Applicable design criteria and building regulations that would be used to guide construction of the facilities are included in the Preliminary Design Report (PDR), and provided below:

- 2020 County of Los Angeles Building Code (LACBC) – California Code of Regulations Title 24, Part 2.
- Standard Specifications for Public Works Construction (Greenbook), 2021 Edition.
- Sanitation Districts Amendments to the Standard Specifications for Public Works Construction, 2021 Edition and Standard Drawings for Construction.
- American Society of Civil Engineers (ASCE) 7-16 Minimum Design Loads for Buildings and Other Structures.
- American Concrete Institute (ACI) 350-06 Code Requirements for Environmental Engineering Concrete Structures.
- American Institute of Steel Construction (AISC) 360-10 Specifications for Structural Steel Buildings (14$^{th}$ Edition).

The proposed Channel and Gallery 1 extensions would continue to comply with existing regulations as they would largely match existing designs. All other proposed improvements and repairs would also be required to comply with building codes and engineering standards listed above, where applicable, to minimize potential seismic impacts during the operational lifespan of the project. Further, operation and maintenance of the proposed facilities would follow existing earthquake safety procedures at the SJCWRP. The project does not propose any buildings that would be used for human occupancy and would not otherwise exacerbate seismic risk, such as through injection or extraction of water or oil, as the project site is not located on an active fault. Therefore, due to the lack of active faults at the project site, and required compliance with applicable design criteria and building codes, impacts would be considered less than significant.

a.iii) **Less than Significant Impact with Mitigation Incorporated.** Seismically induced soil liquefaction can be described as a significant loss of strength and stiffness due to cyclic

pore water pressure generation from seismic shaking or other large cyclic loading. The material types considered most susceptible to liquefaction are saturated, loose- to medium-dense granular soils and low-plasticity, fine-grained soils. Manifestations of soil liquefaction can include the loss of bearing capacity below foundations, surface settlements and tilting in level ground, and instabilities in areas of sloping ground.

According to the Geotechnical Report prepared for the proposed project, there is a soil transition zone located 17 to 22 feet below ground surface elevation (bgs) at the project site. As soils above this range were determined to be more prone to seismically induced settlements, there is potential for liquefaction induced settlements of several inches to occur if the groundwater level below the project site rose to the historic high of 10 feet bgs. The Geotechnical Report notes that such a rise is unlikely considering trends of the groundwater level over last few decades, and even if significant groundwater level rise does occur, but the level does not rise higher than 22 feet bgs (i.e. almost 40 feet above the level recorded at the time of investigation), liquefaction-induced settlements would not be expected. Nonetheless, the bottom of the proposed Primary Sedimentation Tanks and Gallery 1 structures, which would be founded between 10 to 27 feet bgs, would have the potential to be substantially impacted by seismic compressions of about 1 inch in the unlikely event that groundwater levels exceed 22 ft bgs (Geosyntec 2020).

To reduce the potential for seismically induced liquefaction to impact the proposed project, the proposed facilities would incorporate design considerations regarding subsurface soil and groundwater conditions included in the Geotechnical Report. In addition, the proposed Primary Sedimentation Tanks would likely be structurally tied to the new extension of Gallery 1 and walls of the existing Gallery 2 structure. The construction contractor would be required to comply with the recommendations provided in the PDR, which has already been prepared for the project, or the most recent design report to the maximum extent feasible. For example, the PDR states that the subgrade below proposed structure foundations should be over-excavated and re-compacted by a minimum of 2 feet below the bottom of footings/concrete mats to reduce the potential of liquefiable soils to result in excessive settlements. Compliance with applicable building codes and standard engineering and construction practices is required. Therefore, through compliance with local, state, and federal regulations, impacts would be considered less than significant.

a.iv) **No Impact.** According to the Department of Conservation Deep-Seated Landslide Susceptibility (MS58) map, no landslide areas exist within the project site (DOC 2018). The project site is relatively flat and not located within the vicinity of steep slopes susceptible to landslides. Therefore, the proposed project would not expose people or structures to a landslide hazard. No impact would occur.

b) **Less than Significant Impact.** During construction of the proposed project, grading and excavation activities would expose and disturb surface soils. Soil exposed by construction activities could be subject to erosion if exposed to heavy rain, winds, or other storm events. However, the proposed project would require an NPDES Construction General

Permit, as it would disturb at least one acre of soil. A project-specific SWPPP would be prepared in compliance with the Construction General Permit. The SWPPP would identify erosion and sediment control BMPs that would be implemented to minimize the occurrence of soil erosion or the loss of topsoil. In addition, the proposed project would be required to comply with the Sanitation Districts' existing Industrial General Permit for the SJCWRP.

The Industrial General Permit, enforced by the California State Water Resources Control Board (SWRCB) and the RWQCB, requires the holder to implement federally-required stormwater regulations, which would further prevent erosion and runoff. Once construction is completed, the project area would consist of the newly constructed Primary Sedimentation Tanks and no stockpiles would remain within the project area. Therefore, impacts associated with erosion of soils would be less than significant.

c) **Less than Significant Impact.** The Geotechnical Report prepared for the proposed project indicates that soils above the 17 to 22 ft bgs depth transition zone are more prone to settlements, both static and seismic, while the soils below the transition zone are denser and stiffer and significantly less compressible (Geosyntec 2020). As discussed above in Sections VII (a.iii) and (a.iv), liquefaction impacts would be reduced to less-than-significant levels through implementation of local, state, and federal regulations, and no impact would occur related to landslides due to the relatively flat topography of the project area. Lateral spreading on gently sloping ground is one of the most pervasive and damaging type of liquefaction (LADPW 2009). However, the site is relatively level, and the steeper slope of the San Jose Creek bank is more than 200 ft away (Geosyntec 2020). Subsidence has not been documented within or around the project site and the proposed project would not include groundwater pumping or oil extraction (USGS 2022). Therefore, no impact related to lateral spreading or subsidence would occur.

Collapsible soils refer to soils that exhibit volumetric contraction when inundated with water. Structures founded on collapsible soils may experience settlement and settlement-related damage. Because soils below the project site may be subject to wetting in the future, either due to groundwater level raise or potential leaking of the tanks, laboratory testing was performed on soil samples from about 10 to 20 feet bgs to assess the potential of underlying soil units to collapse. Native materials that were sampled did not experience significant compression after wetting, while samples retrieved from shallower fill materials showed potential for collapse when wetted, representing a potentially significant impact. However, the soil collapse potential at the project site is not believed to pose a hazard to the project as the collapsible fill materials would be excavated prior to construction. Further, the construction contractor would adhere to the compacted fill criteria and backfilling procedures included in the PDR to ensure that unsuitable soils are not used during construction. Impacts would be considered less than significant.

As described above, the proposed facilities would be constructed with careful consideration of subsurface soil and groundwater conditions included in the Geotechnical Report. The construction contractor would be required to comply with recommendations

provided in the PDR or the most recent design report to the maximum extent feasible, as well as with applicable building codes and standard engineering and construction practices. With implementation of the PDR and local, state, and federal requirements, impacts would be considered less than significant.

d) **No Impact.** Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking when dry or swelling when wet. According to the United States Department of Agriculture (USDA) Web Soil Survey, the soils within the project area consist of the Urban land-Sorrento-Arbolado complex (USDA 2019). The generalized soil profile of the site consists of silty sand with gravel at a depth of approximately 10 feet, sandy silt/silt with sand from 13 to 18 feet, and sand with gravel from 20 to 25 feet. However, the Geotechnical Report prepared by Geosyntec concluded that the project site does not contain any expansive soils as defined in Table 18-1-B of the UBC (Geosyntec 2020). Therefore, no impact would occur.

e) **No Impact.** The proposed project would not include construction of septic tanks or alternative wastewater disposal systems. No impact would occur.

f) **Less than Significant with Mitigation Incorporated.** Review of the geologic map of El Monte and Baldwin Park quadrangles indicate that the project site is underlain by Quaternary gravel and sands of streams and alluvial fan detritus from the San Gabriel Mountains (Qg). Other portions of the SJCWRP, outside the project site, are underlain by Quaternary alluvial gravel, sand and silt of valleys and floodplains (Qa) (Dibblee and Ehrenspeck 1999). Based on the orientation of the dipping bedrock exposed south of the project site in the Puente Hills, it is unlikely that excavation to 27 feet below ground surface would encounter older bedrock. A paleontological resources database search was conducted by the LACM on April 9, 2022 (Bell 2022). The LACM search does not establish a fossil record from the young alluvium at the project site and the older fossiliferous Fernando Formation would not likely be encountered during excavation (Shapiro 2022).

The Quaternary alluvium and gravels underlying the project site are of low paleontological sensitivity, and it is not anticipated that paleontological resources would be encountered. Although deeper excavations have a potential to encounter fossil bearing deposits, the potential for the deeper excavation to directly or indirectly destroy a unique paleontological resource or site is low. **Mitigation Measures GEO-1 and GEO-2** are provided below which include conducting paleontological resources sensitivity training and the procedures to follow in the event of the inadvertent discovery of paleontological resources. With implementation of these measures, impacts to paleontological resources would be less than significant.

## Mitigation Measures

**GEO-1**: The Sanitation Districts shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to carry out all mitigation

related to paleontological resources. Prior to the start of ground-disturbing activities, the Qualified Paleontologist or their designee shall conduct construction worker paleontological resources sensitivity training for all construction personnel. Construction personnel shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The Sanitation Districts shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

**GEO-2**: If a potential fossil is found, the Sanitation Districts shall immediately cease all work activities in the area (within approximately a 50-foot buffer) of the discovery until it can be evaluated by the Qualified Paleontologist. Work shall be allowed to continue outside of the buffer area. At the Qualified Paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

## References

Bell, A. 2022. Paleontological Resources Records Search Results from the Natural History Museum of Los Angeles County for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion Project. Document on file at ESA.

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DOC (California Department of Conservation). 1999. State of California Special Studies Zones, Alquist-Priolo Special Studies Zones Act: El Monte Quadrangle. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed April 14, 2022.

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Sanitation Districts (Los Angeles County Sanitation Districts). 2021. *Preliminary Design Report for San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion*. DOC #6026665. April 2021.

Shapiro, R. 2022. *Paleontological Resources Assessment for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion Project; Unincorporated Los Angeles County, California*. Document prepared by ESA for the Los Angeles County Sanitation Districts.

SVP (Society of Vertebrate Paleontology). 2010. Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. Electronic document. http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx, accessed 2020.

USDA (United States Department of Agriculture). 2019. Web Soil Survey. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed on April 14, 2022.

USGS (United States Geological Survey). 2022. Areas of Land Subsidence in California. Available at: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed on March 28, 2022.

# VIII. Greenhouse Gas Emissions

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **VIII. GREENHOUSE GAS EMISSIONS —** Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

## Discussion

a) **Less than Significant Impact**. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases. The Intergovernmental Panel on Climate Change (IPCC), in its *Fifth Assessment Report, Summary for Policy Makers*, stated that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forcings together" (IPCC 2013). In the most recent IPCC *Sixth Assessment Report, Summary for Policy Makers*, it states "It is unequivocal that human influence has warmed the atmosphere, ocean, and land" (IPCC 2022).

The State of California defines GHGs as carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), sulfur hexafluoride ($SF_6$), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and nitrogen trifluoride ($NF_3$). Because different GHGs have different global warming potentials (GWPs) and $CO_2$ is the most common reference gas for climate change, GHG emissions are often quantified and reported as $CO_2$ equivalents ($CO_2e$). For example, $CH_4$ has a GWP of 25 (over a 100-year period) and $N_2O$ has a GWP of 298 (over a 100-year period); therefore, 1 metric ton (MT) of $CH_4$ and $N_2O$ are equivalent to 25 MT and 298 MT, respectively, of $CO_2$ equivalents ($MTCO_2e$). The State uses the GWP ratios available from the United Nations Intergovernmental Panel on Climate Change (IPCC) and published in the *Fourth Assessment Report* (AR4). By applying the GWP ratios, project-related $CO_2e$ emissions can be tabulated in metric tons (MT) per year. Large emission sources are reported in million metric tons (MMT) of $CO_2e$.

According to the California EPA, the potential impacts in California due to global climate change may include loss in snow pack; sea-level rise; more extreme heat days per year; more high-ozone days; larger forest fires; more drought years; increased erosion of

California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation (CalEPA 2006).

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC 2007):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

California emitted approximately 369.2 $MMTCO_2e$ in 2020. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2020, accounting for approximately 37 percent of total GHG emissions in the state. This sector was followed by the industrial sector (20 percent) and the electric power sector (including both in-state and out-of-state sources) (16 percent) (CARB 2022).

Impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and toxic air contaminants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

The County has not adopted thresholds of significance for GHG emissions that would be applicable to this project. CEQA Guidelines 15064.4 states that the lead agency has the discretion to rely on a qualitative analysis or performance-based standards in determining the significance of a project's GHG emissions. Accordingly, the analysis herein examines the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions, consistent with CEQA Guidelines 15064.4 (b)(3).

In December 2008, the SCAQMD adopted a 10,000 $MTCO_2e$ per year significance threshold for industrial facilities for projects in which the SCAQMD is the lead agency. Although SCAQMD has not formally adopted a significance threshold for GHG emissions generated by a project for which SCAQMD is not the lead agency, or a uniform methodology for analyzing impacts related to GHG emissions on global climate change, in the absence of any industry-wide accepted standards applicable to this project, the SCAQMD's significance threshold of 10,000 $MTCO_2e$ per year for industrial projects is the most relevant GHG significance threshold and is used as a benchmark for the project. It should be noted that the SCAQMD's significance threshold of 10,000 $MTCO_2e$ per year for industrial projects is intended for long-term operational GHG emissions. The SCAQMD has developed guidance for the determination of the significance of GHG construction emissions that recommends that total emissions from construction be amortized over an assumed project lifetime of 30 years and added to operational emissions and then compared to the threshold (SCAQMD 2008).

The justification for the threshold is provided in SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold") (SCAQMD 2008). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. As stated by the SCAQMD:

> *"…the…screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects…the policy objective of [SCAQMD's] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 [$MMTCO_2e$ per year]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology (BACT)] for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility."*

Thus, based on guidance from the SCAQMD, if an industrial project would emit GHGs less than 10,000 $MTCO_2e$ per year, the project would not be considered a substantial GHG emitter and GHG emission impact would be less than significant, requiring no additional analysis and no mitigation.

CEQA Guidelines 15064.4 (b)(1) states that a lead agency may use a model or methodology to quantify GHGs associated with a project. In 2021, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of the CalEEMod (Version 2020.4.0). The purpose of this model is to estimate construction-source and operational-source emissions from direct and indirect sources. Accordingly, this version of CalEEMod has been used for this project to estimate the project's emission impacts.

### *Construction*

Construction activities associated with the project would result in emissions of $CO_2$ and to a lesser extent $CH_4$ and $N_2O$ as a result of fuel combustion for equipment and vehicles, as well as temporary electricity needed for a construction office and water supply and conveyance for fugitive dust control. Construction-period GHG emissions were quantified based on the same construction schedule and activities as described in Section III(b). To amortize the emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions attributable to construction activities, dividing it by the 30-year project life, and then adding that number to a project's annual operational-phase GHG emissions. As such, construction emissions were amortized over a 30-year period. Project construction emissions are shown in **Table 2-4**. As shown, the GHG emissions would not exceed the threshold of significance. Therefore, impacts would be less than significant.

**TABLE 2-4**
**UNMITIGATED CONSTRUCTION GREENHOUSE GAS EMISSIONS (METRIC TONS $CO_2E$)**

| Source | $MTCO_2e$ [a] |
|---|---|
| Grading/Excavation | 277 |
| Concrete Pouring | 771 |
| Installation of Mechanical, Tanks, Liner, etc.– | 568 |
| Paving and Finishing | 111 |
| **Total GHG Emissions** | **1,728** |
| **Amortized GHG Emissions** | **58** |
| **SCAQMD Significance Threshold (Industrial Projects)** | **10,000** |
| Exceeds Threshold? | No |

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: Table compiled by ESA, 2022

### *Operations*

Operational activities associated with the project would result in minor amounts of GHG emissions. Operation of the project would require minimal net additional electricity for small mechanical equipment of approximately 5 horsepower with a maximum possible demand of approximately 32,672 kWh per year (assuming operation 24 hours per day, seven days a week at full load). The project would also include a chopper pump motor rated at 50 horsepower with a maximum possible demand of approximately 326,617 kWh per year (assuming operation 24 hours per day, seven days a week at full load). The total electricity for this equipment would be approximately 359,289 kWh per year and the annual GHG emissions would be approximately 64 $MTCO_2e$ per year. Operational sources of GHG emissions would include mobile sources from vehicles for periodic maintenance. Mobile emissions would only add trace amounts of GHG emissions annually and would not substantially contribute to annual operational GHG emissions.

Therefore, GHG emission impacts would be less than significant.

b) **Less than Significant Impact.** Construction and operation of the project would not conflict with plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs as discussed below.

### *Construction*

As discussed above in Section VIII(a), GHG emissions generated by the project would not exceed the SCAQMD's significance threshold of 10,000 $MTCO_2e$ per year for industrial projects. The primary source of GHG emissions generated by project implementation would occur during construction, which would be short-term and temporary in nature. The project would utilize contractors in compliance with regulations including the USEPA Heavy Duty Vehicle Greenhouse Gas Regulation that establishes GHG emissions and fuel efficiency standards for medium- and heavy-duty trucks (for vocational vehicles, which consist of a variety of work vehicles including dump trucks, the Phase 1 Heavy-Duty Vehicle Greenhouse Gas Regulation started with model year 2014 and the standard requires up to a 10 percent reduction in $CO_2$ emissions by model year 2017 over the 2010 baseline and the Phase 2 standards start in model year 2021 and require the phase-in of a 12 to 24 percent reduction in $CO_2$ emission reduction from vocational vehicles by model year 2027 over the 2017 baseline); the CARB anti-idling Air Toxics Control Measure that limits heavy-duty diesel motor vehicle idling to five minutes at any location (13 CCR Section 2485); and the State's low carbon fuel standard regulation that requires a reduction of at least 7.5 percent in the carbon intensity of California's transportation fuels by 2020 and a 20-percent reduction in carbon intensity from a 2010 baseline by 2030. While the idling measure was adopted for the purpose of reducing diesel particulate matter emissions and reducing health risk impacts, the measure has co-benefits of minimizing GHG emissions from unnecessary truck idling. The project would not conflict with these GHG reducing measures and regulations. Therefore, impacts would be less than significant.

### *Operations*

Operation of the project would generate minor amounts of GHG emissions from vehicles for periodic maintenance. The project represents an infrastructure project that would have no effect on long-term population and employment growth. The project does not include residential or commercial development and its implementation is not forecasted to induce additional growth within the service area. The project would not require nor generate unanticipated employment growth. Thus, the project's mobile source emissions would only add trace amounts of GHG emissions annually and would have no impact on the implementation of the SCAG RTP/Sustainable Communities Strategy (SCS) to reduce GHG emissions from vehicle travel.

The proposed project includes additions, extensions, and repairs to the SJCWRP and would not involve pumping or extraction of groundwater. Once the two new Primary Sedimentation Tanks are constructed, the Channel 1 and Gallery 1 are extended, and concrete and liners are repaired, operation of the SJCWRP would not change. Thus, the project would also have no net effect on long-term water consumption and associated GHG emissions from water supply, conveyance, distribution, and treatment.

Operation of the project would require minimal net additional electricity for small mechanical equipment of approximately 5 horsepower with a demand of approximately 32,674 kWh per year. The project would also include a chopper pump motor rated at 50 horsepower with a maximum possible demand of approximately 326,617 kWh per year (assuming operation 24 hours per day, seven days a week at full load). The total electricity for this equipment would be approximately 359,289 kWh per year. Electricity would be supplied with an increasing mix of renewable energy sources as required by law as discussed above for Senate Bill 100. No new natural gas energy consumption would be required. Based on a Southern California Edison utility average $CO_2e$ emissions rate of 393 pounds of $CO_2e$ per megawatt-hour (MWh) (CAPCOA 2021), the net additional electricity GHG emissions would be approximately 64 $MTCO_2e$ per year, which would be far below the significance threshold of 10,000 $MTCO_2e$ per year.

For these reasons, implementation of the proposed project would not generate GHG emissions that would hinder the State's ability to achieve the GHG reduction goals under Health and Safety Code Division 25.5 – California Global Warming Solutions Act of 2006. Furthermore, the proposed project would not conflict with or impede the future statewide GHG emission reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels. These potential strategies include an increasing percentage of renewable energy per Senate Bill 100, signed by the Governor on September 10, 2018, which requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. Additionally, CARB also calls for reducing petroleum use in cars and trucks, reducing the carbon content of transportation fuels, continuation of

the Cap-and-Trade Program, and adopting regulations for oil refineries. The project would not conflict with these future regulations, as promulgated by the USEPA, CARB, California Energy Commission, or other agency. As a result, this impact would be less than significant.

## References

CalEPA (California Environmental Protection Agency). 2006. Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature.

CAPCOA (California Air Pollution Control Officer's Association). 2021. California Emissions Estimator Model, User's Guide, Appendix D, Table 1.2, May 2021.

CARB (California Air Resources Board). 2021. Current California GHG Emission Inventory Data – 2000-2019 GHG Inventory (2021 Edition). Available: Current California GHG Emission Inventory Data. Accessed April 2022.

CARB. 2022. Current California GHG Emission Inventory Data - 2000-2020 GHG Inventory (2022 Edition).

IPCC (Intergovernmental Panel on Climate Change). 2007. Changes in Atmospheric Constituents and in Radiative Forcing. In: Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

IPCC. 2013. Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the IPCC.

IPCC. 2022. Summary for Policymakers. In: Climate Change 2022: Impacts, Adaptation and Vulnerability.

SCAQMD (South Coast Air Quality Management District). 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2. Accessed February 9, 2018.

# IX. Hazards and Hazardous Materials

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **IX. HAZARDS AND HAZARDOUS MATERIALS —** Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a, b) **Less than Significant Impact.** Construction activities required for implementation of the proposed project would involve trenching, excavation, and other ground-disturbing activities. The proposed construction activities would require equipment that uses hazardous materials such as petroleum fuels and oil. During construction activities, hazardous materials could accidentally be spilled or otherwise released into the environment exposing construction workers, the public and/or the environment to potentially hazardous conditions. Construction activities that involve hazardous materials would be governed by several agencies, including the Environmental Protection Agency (EPA), Department of Transportation (DOT), California Division of Occupational Safety and Health (Cal/OSHA), and the California Department of Toxic Substances Control (DTSC). The Sanitation Districts and their construction contractors would be required to implement BMPs for handling hazardous materials during construction activities, including following manufacturers' recommendations and regulatory requirements for use, storage, and disposal of chemical products and hazardous materials used in construction; avoiding overtopping construction equipment fuel tanks; routine maintenance of construction equipment; and properly disposing of discarded containers

of fuels and other chemicals. Construction contractors would be required to implement safety measures in accordance with the General Industry Safety Orders of the CCR. All construction-related materials, including any contaminated soils would be transported and disposed of in accordance with applicable codes and regulations. Therefore, through compliance with applicable federal, state, and local standards potential impacts to the public or environment through accidental release due to the routine transport, use, or disposal of hazardous materials would be less than significant.

The proposed project improves existing structures and constructs new Primary Sedimentation Tanks similar to those already existing onsite. Operation of the proposed project would be similar to existing conditions and would not create a significant hazard to the public or the environment through route transport, use, disposal or upset of hazardous materials. Impacts would be considered less than significant.

c) **No Impact.** The proposed project would not be located within one-quarter mile of an existing or proposed school. The nearest schools to the project area are Charles T Kranz Intermediate (12460 Fineview Street, El Monte, CA 91732), located approximately 0.56 miles north of the project area, Andrews Elementary School (1010 S Caraway Drive, Whittier, CA 90601), located 0.80 mile east of the project area, and South El Monte High School (1001 Durfee Avenue, South El Monte, CA 91733), located approximately 1.10 miles west of the project site (1965 Workman Mill Road, Whittier, CA 90601). In addition, operation of the proposed project site would not change from existing condition. The proposed project would not emit or handle hazardous materials within one-quarter mile of a school, and no impact would occur.

d) **Less than Significant Impact.** Government Code Section 65962.5 requires that the California Environmental Protection Agency (Cal EPA) develop and annually update the Hazardous Waste and Substances Sites (Cortese) List. The information contained in the Cortese List is provided by DTSC and other state and local government agencies. Neither the DTSC EnviroStor nor the SWRCB GeoTracker databases show any open cleanup sites or hazardous waste facilities within the project area (DTSC 2022; SWRCB 2022). A Leaking Underground Storage Tank (LUST) cleanup site was located southeast of the project site, within SJCWRP East which is located southeast of the I-605. The site was described as having potential soil contamination from diesel and gasoline. Site investigation and remedial action was taken for the underground storage tank (UST), with a case close date as of January 16, 2015 (SWRCB 2015). Since the case has been closed and due to the distance to the proposed project site located entirely within the SJCWRP West, north of the I-605, impacts related to hazardous materials sites would be less than significant.

e) **No Impact.** The nearest public airports to the proposed project are the Whittier Airstrip, located within the City of South El Monte, approximately 2.5 miles west of the project site and the San Gabriel Valley Airport (El Monte Airport), located within the City of El Monte, approximately 3.45 miles north of the project site. The project site would not be located within the noise contours designated in the Master Plan Report of the El Monte Airport (County of Los Angeles 1995). Therefore, the proposed project would not pose

any airport safety hazards for people residing or working in the project area, and no impacts would occur.

f) **Less than Significant Impact.** The project site is bounded by SR-60 and I-605, which are both designated as disaster routes (LADPW 2008). Workman Mill Road provides an access point between these routes and the project site (LADPW 2008). During construction there is potential for the transport and hauling of materials to slow traffic within the area. As described in Section XVII, Transportation, the implementation of the project would require minimal amounts of vehicles traveling to and from the project site and would not require the closure or expansion of roads within the area. The proposed project would not cause a significant impact to emergency evacuation routes or emergency response plans. Therefore, impacts would be less than significant.

g) **No Impact.** The proposed project would be located within an existing water reclamation plant within an urban area and would continue to be served by LACFD. According to the California Department of Forestry and Fire Protection (CAL FIRE), the proposed project would not be located within a Very High Fire Hazard Severity Zone (CAL FIRE 2022). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no impact would occur.

## References

CAL FIRE (California Department of Forestry and Fire Protection). 2022. Fire Hazard Severity Zone Viewer. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed March 14, 2022.

County of Los Angeles. 1995. El Monte Airport Master Plan Report. Available at: https://dpw.lacounty.gov/avi/airports/documents/SGV_MP.pdf. Accessed March 29, 2022.

DTSC (California Department of Toxic Substances Control). 2022. EnviroStor Database. Available at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Sacramento&tour=True. Accessed March 29, 2022.

LADPW (Los Angeles Department of Public Works). 2008. City of South El Monte. Available at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/South%20El%20Monte.pdf. Accessed March 15, 2022.

SWRCB (State Water Resources Control Board). 2015. Underground Storage Tank Case Closure For CSDLAC San Jose WRP. Available at: https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/7365666270/ucl_tt009044005329.pdf. Accessed March 29, 2022

SWRCB. 2022. GeoTracker – CSDLAC SAN JOSE WRP (T10000000551) CSDLAC San Jose WRP (T10000000551) 1965 Workman Mill Rd. Available at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento. Accessed March 29, 2022.

# X. Hydrology and Water Quality

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

## Discussion

a) **Less than Significant Impact.** The proposed project would require earthwork activities such as site preparation, grading, stockpiling of soils and excavation. Once disturbed, soils could be exposed to the effects of wind and water erosion causing sedimentation in stormwater runoff, potentially resulting in water quality standard violations. In addition, construction would involve use of chemicals and solvents such as fuel and lubricating grease for motorized heavy equipment. Inadvertent spills or releases of such chemicals would have the potential to result in an adverse water quality impact. The Sanitation Districts would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for coverage under the statewide stormwater discharge National Pollutant Detection and Elimination System (NPDES) permit. The SWPPP shall be maintained at the construction site for the entire duration of construction. The objectives of the SWPPP are to identify pollutant sources that may affect the quality of stormwater discharge and to implement best management practices (BMPs) to reduce pollutants in stormwater discharges during construction and after construction. Construction contractors would be made aware of the

required BMPs and good housekeeping measures for the project area and associated construction staging area.

Once construction is completed, the proposed project would operate similar to existing conditions. Operation of the proposed project would comply with the Industrial Stormwater NPDES permit and would not conflict with any water quality standards or waste discharge requirements, and impacts would be less than significant.

b) **Less than Significant Impact.** Construction of the proposed project would not require the use of significant amounts of water that would potentially lead to a substantial decrease in groundwater supplies. The project would introduce new Primary Sedimentation Tanks where there is currently a compacted, dirt portion of the plant. The project would not substantially interfere with groundwater recharge. While the project involves the use of water, mostly for dust control and mixing of concrete, no pumping of groundwater would occur as result of the proposed project. The project would not result in any increased use or extraction of local groundwater, and as such, impacts would be less than significant.

c) **Less than Significant Impact.** Construction of the proposed project would temporarily alter the localized drainage pattern within the project site during ground-disturbing activities, such as grading and excavation, which have the potential to result in erosion or siltation and/or increase the rate or amount of surface runoff at the project site. However, implementation of the required SWPPP and associated BMPs would minimize the potential for erosion or siltation and flooding. Therefore, impacts associated with substantial erosion and temporary drainage alterations, including flooding during construction, would be less than significant. The proposed project would include the addition of two Primary Sedimentation Tanks within a compacted, dirt portion of the plant. This addition would not substantially increase the rate or amount of surface runoff during operation. Therefore, impacts associated with substantial erosion and temporary drainage alterations including flooding during construction and operation of the proposed project would be less than significant.

d) **No Impact.** The Federal Emergency Management Act (FEMA) Flood Map Service Center shows that the project site would be located within Zone X, “Area of Minimal Flood Hazard” (FEMA 2022). In addition, the project site is located approximately 25 miles northeast of the Pacific Ocean and the closest water body to the project site would be Legg Lake approximately 1.95 miles to the west. Therefore, based on distance to these areas, the proposed project would not result in impact associated with a tsunami, seiche waves, or inundation, and no impact would occur.

e) **No Impact.** The proposed project includes improvements to existing structures within the SJCWRP, the addition of sedimentation tanks, and extension of Channel 1 and Gallery 1. The proposed project would not involve pumping or extraction of groundwater. Once construction is completed operation of the SJCWRP would be similar to existing

conditions. No impacts to water quality control plans or sustainable groundwater management plans would occur.

## References

FEMA (Federal Emergency Management Agency). 2022. FEMA Flood Map Service Center. Available at https://msc.fema.gov/portal/home, accessed April 5, 2022.

# XI. Land Use and Planning

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XI. LAND USE AND PLANNING —** Would the project: | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a) **No Impact.** The physical division of an established community typically refers to the construction of a linear feature, such as a highway or railroad, or removal of a means of access, such as a road or bridge that would impact mobility within or between existing communities. The proposed sedimentation tanks, extension of the channel and gallery would occur entirely within the existing SJCWRP. The proposed project would not create a barrier or physically divide an established community; therefore, no impact would occur.

b) **No Impact.** Land uses within the project area are under the jurisdiction of Los Angeles County. The proposed project would include additions, extensions, and improvements to the existing SJCWRP facilities. According to the Los Angeles County General Plan and zoning map, the proposed project would be located on land designated as Public and Semi-Public, and land zoned as Residential Agricultural (DRP 2021). Per Government Code Section 53091(d), building ordinances of local cities or counties do not apply to the location or construction of facilities for the projection, generation, storage, treatment, or transmission of water or wastewater. Further, the facilities and improvements included as part of the proposed project would be constructed within the existing SJCWRP, and would not cause a change to the current land use or create a significant impact to its land use designation. Therefore, the proposed project would be compatible with existing land use designations and zoning, and no impact would occur.

## References

DRP (County of Los Angeles: Department of Regional Planning). 2021. Planning & Zoning Information for Unincorporated L.A. County. Available at: http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed on March 18, 2022.

# XII. Mineral Resources

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XII. MINERAL RESOURCES —** Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a) **No Impact.** According to the California Surface Mining and Reclamation Act (SMARA) Mineral Land Classification maps, the project site would be located in an area that is classified as MRZ-3. The MRZ-3 classification applies to areas that are known to contain mineral deposits, but require more data to determine significance (DOC 1982). According to the USGS Mineral Resources Data System, the project area is not identified as a known mineral resource area and does not have a history of mineral extraction uses (USGS 2022). The proposed project would not involve the extraction of mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource, and no impact would occur.

b) **No Impact.** The project site would not be used for mineral extraction and is not known as a locally important resource recovery site. Further, the project area is not delineated on the Mineral Land Classification map or any land use plan for mineral resource recovery (DOC 2010). Therefore, no impact would occur.

## References

DOC (California Department of Conservation). 1982. Generalized Aggregate Resource Classification Map, Plate 4.1. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed March 14, 2022.

DOC. 2010. San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed March 21, 2022.

USGS (United States Geological Survey). 2022. Mineral Resources Data System. Available at: https://mrdata.usgs.gov/mrds/map-graded.html#place-picker. Accessed March 14, 2022.

# XIII. Noise

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XIII. NOISE —** Would the project result in: | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a) **Less than Significant Impact with Mitigation Incorporated.** Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound (Caltrans 2013, Section 2.2.1).

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale (i.e., not linear) that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. In a non-controlled environment, a change in sound level of 3 dB is considered "just perceptible," a change in sound level of 5 dB is considered "clearly noticeable," and a change in 10 dB is perceived as a doubling of sound volume (Caltrans 2013, Section 2.1.3). Pressure waves traveling through air exert a force registered by the human ear as sound (Caltrans 2013, Section 2.1.3).

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-

weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements (Caltrans 2013, Section 2.1.3).

An individual's noise exposure is a measure of noise over a period of time, whereas a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. These successive additions of sound to the community noise environment changes the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to characterize a community noise environment and evaluate cumulative noise impacts (Caltrans 2013, Section 2.2.2.1).

The time-varying characteristic of environmental noise over specified periods of time is described using statistical noise descriptors in terms of a single numerical value, expressed as dBA. The most frequently used noise descriptors are summarized below (Caltrans 2013, Section 2.2.2.2):

**$L_{eq}$:** The $L_{eq}$, or equivalent sound level, is used to describe the noise level over a specified period of time, typically 1-hour, i.e., $L_{eq}(1)$, expressed as $L_{eq}$. The $L_{eq}$ may also be referred to as the "average" sound level.

**$L_{max}$:** The maximum, instantaneous noise level.

**$L_{min}$:** The minimum, instantaneous noise level.

**$L_x$:** The noise level exceeded for specified percentage (x) over a specified time period; i.e., $L_{50}$ and $L_{90}$ represent the noise levels that are exceeded 50 and 90 percent of the time specified, respectively.

**$L_{dn}$:** The $L_{dn}$ is the average noise level over a 24-hour day, including an addition of 10 dBA to the measured hourly noise levels between the hours of 10:00 p.m to 7:00 a.m. to account for nighttime noise sensitivity. $L_{dn}$ is also termed the day-night average noise level or DNL.

**CNEL:** Community Noise Equivalent Level (CNEL), is the average noise level over a 24-hour day that includes an addition of 5 dBA to the measured hourly noise levels between the evening hours of 7:00 p.m. to 10:00 p.m. and an addition of 10 dBA to the measured hourly noise levels between the nighttime hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity during the evening and nighttime hours, respectively. CNEL and $L_{dn}$ noise levels typically differ by less than 1 dBA and are generally interchangeable.

### *County of Los Angeles General Plan Noise Element*

The Los Angeles County General Plan Noise Element was established as a planning tool to develop strategies and action programs that address the multitude of noise sources and issues throughout the County. The County's Noise Element primarily addresses transportation noise sources, such as traffic, railroad, and aircraft noise. The guidelines used by the County are based on the community noise compatibility guidelines established by the California DHS, and are provided in **Table 2-5**. Specific regulations that implement these guidelines are set forth in the Los Angeles County Code, as discussed below.

**TABLE 2-5**
**LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE**

| Land Use | Community Noise Exposure CNEL, dBA | | | |
|---|---|---|---|---|
| | Normally Acceptable[a] | Conditionally Acceptable[b] | Normally Unacceptable[c] | Clearly Unacceptable[d] |
| Residential: Low-Density Single-Family, Duplex, Mobile Homes | 50 to 60 | 55 to 70 | 70 to 75 | Above 75 |
| Residential: Multi-Family | 50 to 65 | 60 to 70 | 70 to 75 | Above 75 |
| Transient Lodging: Motels, Hotels | 50 to 65 | 60 to 70 | 70 to 80 | Above 80 |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | 50 to 70 | 60 to 70 | 70 to 80 | Above 80 |
| Auditoriums, Concert Halls, Amphitheaters | — | 50 to 70 | — | Above 65 |
| Sports Arena, Outdoor Spectator Sports | — | 50 to 75 | — | Above 70 |
| Playgrounds, Neighborhood Parks | 50 to 70 | — | 67 to 75 | Above 72 |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | 50 to 75 | — | 70 to 80 | Above 80 |
| Office Buildings, Business and Professional Commercial | 50 to 70 | 67 to 77 | Above 75 | — |
| Industrial, Manufacturing, Utilities, Agriculture | 50 to 75 | 70 to 80 | Above 75 | — |

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: OPR 2017.

With respect to these standards, changes in noise levels of less than 3 dBA are generally not discernible to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance threshold for mobile source noise is based on human perceptibility to changes in noise levels

(increases), with consideration of existing ambient noise conditions and the County's land use noise compatibility guidelines.

### *County of Los Angeles Noise Ordinance*

The County of Los Angeles Noise Ordinance (Section 12.08.010, et seq., of the Los Angeles County Code) identifies exterior noise standards for any source of sound at any location within the unincorporated areas of the County, and specific noise restrictions, exemptions, and variances for exterior noise sources. Several of the ordinance requirements are applicable to aspects of the project and are discussed below.

The County Noise Ordinance provides maximum operational exterior noise level standards for four general noise zones and establishes maximum exterior noise levels for each zone. These noise zones are:

I. Noise-Sensitive Zone —Noise-sensitive zones are designated by the County Health Officer.

II. Residential Properties—includes all types of residential developments and properties subject to residential zoning.

III. Commercial Properties—includes all types of commercial developments and also includes properties subject to commercial zoning classifications.

IV. Industrial Properties—includes all properties developed with manufacturing uses and industrial zoning.

For each of these zones, the County Noise Ordinance states that exterior operational noise levels caused by project-related on-site fixed sources (i.e., point noise sources) shall not exceed the levels identified in **Table 2-6**, or the ambient noise level, whichever is greater, when the ambient noise level is determined without the noise source operating.

**TABLE 2-6**
**COUNTY OF LOS ANGELES EXTERIOR NOISE STANDARDS**

| Noise Zone | Designated Noise Zone Land Use (Receptor property) | Time Interval | Exterior Noise Level dBA |
|---|---|---|---|
| I | Noise-sensitive area | Anytime | 45 |
| II | Residential Properties | 10 p.m. to 7 a.m. (nighttime) | 45 |
| | | 7 a.m. to 10 p.m. (daytime) | 50 |
| III | Commercial Properties | 10 p.m. to 7 a.m. (nighttime) | 55 |
| | | 7 a.m. to 10 p.m. (daytime) | 60 |
| IV | Industrial Properties | Anytime | 70 |

SOURCE: County of Los Angeles Ordinance, No. 11743, Section 12.08.390.

Further, the County Noise Ordinance establishes the following operational standards based on the duration of the noise-generating activity:

- Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour.
- Standard No. 1 shall be the applicable noise level; or, if the ambient $L_{50}$ exceeds the forgoing level, then the ambient $L_{50}$ becomes the exterior noise level for Standard No. 1.
- Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour.
- Standard No. 2 shall be the applicable noise level from Standard 1 plus 5 dB(A); or, if the ambient $L_{25}$ exceeds the forgoing level, then the ambient $L_{25}$ becomes the exterior noise level for Standard No. 2.
- Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour.
- Standard No. 3 shall be the applicable noise level from Standard 1 plus 10 dB(A); or, if the ambient $L_{8.3}$ exceeds the forgoing level, then the ambient $L_{8.3}$ becomes the exterior noise level for Standard No. 3.
- Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour.
- Standard No. 4 shall be the applicable noise level from Standard 1 plus 15 dB(A); or, if the ambient $L_{1.7}$ exceeds the forgoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.
- Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from Standard 1 plus 20 dB(A); or, if the ambient $L_0$ exceeds the forgoing level, then the ambient $L_0$ becomes the exterior noise level for Standard No. 4.

Thus, the louder the noise, the shorter the duration that such noise can last. To define these specific durations of noise, the noise metrics used include $L_{50}$, $L_{25}$, $L_{8.3}$, $L_{1.7}$, and $L_{max}$. These metrics are based upon a 1-hour timeframe which correspond to exceedance occurring 50, 25, 8.3, and 1.7 percent of the time, and the maximum sound level during that time period, respectively. However, these operational noise regulations are not applicable to construction noise, motor vehicle noise, air conditioners, or refuse collection. (Los Angeles County Code 12.08.570[D] and [I])

The County Noise Ordinance also identifies specific restrictions regarding construction noise. Pursuant to the County Noise Ordinance, the operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial property line (Los Angeles County Code, Section 12.08.440). The County Noise Ordinance further states the contractor must conduct construction activities in such a manner that the maximum noise levels at the

affected buildings will not exceed those listed in **Table 2-7**. All mobile and stationary internal-combustion-powered equipment and machinery are also required to be equipped with suitable exhaust and air-intake silencers in proper working order. The County Code also allows for the County health officer to grant noise variances if additional time is necessary for the applicant to alter or modify his activity, operation or noise source to comply with this chapter; or the activity, operation or noise source cannot feasibly be done in a manner that would comply with the provisions of this chapter, and no other reasonable alternative is available to the applicant (Los Angeles County Code Section 12.08.580[A][2]).

**TABLE 2-7**
**LOS ANGELES COUNTY PERMISSIBLE CONSTRUCTION EQUIPMENT NOISE AT RECEPTOR**

| Equipment Type | Receptor Type | Daytime Hours | Nighttime Hours |
|---|---|---|---|
| Mobile:<br>Short-term operation (less than 10 days) | Single-family Residential | 75 | 60 |
| | Multi-family Residential | 80 | 64 |
| | Semi-residential/Commercial | 85 | 70 |
| | Business Structures | 85 | 85 |
| Stationary:<br>Long-term operation (more than 10 days) | Single-family Residential | 60 | 50 |
| | Multi-family Residential | 65 | 55 |
| | Semi-residential/Commercial | 70 | 60 |

SOURCE: Los Angeles County Code, Section 12.08.440.

The County Noise Ordinance states that noise levels caused by any air-conditioning or refrigeration equipment shall not exceed the levels identified in **Table 2-8**.

**TABLE 2-8**
**COUNTY OF LOS ANGELES RESIDENTIAL AIR-CONDITIONING AND REFRIGERATION EQUIPMENT STANDARDS**

| Measurement Location | Units Installed Before 1-1-80 dBA | Units Installed On or After 1-1-80 dBA |
|---|---|---|
| Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall. | 60 | 55 |
| Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall. | 55 | 50 |
| Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface. | 55 | 50 |

SOURCE: County of Los Angeles Ordinance, No. 11743, Los Angeles County Code, Section 12.08.530.

The County Noise Ordinance Section 12.08.350 provides a presumed perception threshold of 0.01 inches-per-second (in/sec) RMS. The vibration level of 0.01 in/sec RMS is equivalent to 0.04 in/sec PPV.

### *Proposed Project*

The SJCWRP is a 39-acre plant. The proposed project would be located entirely within the SJCWRP and is an infrastructure project that involves the construction of two new Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, concrete and liner repairs for Channel 2 and the Step Feed Channels. Site clearing would be required for approximately 1 acre of land. The proposed project may require asphalt paving; however, it would be less than 1 acre. The geographic context for the analysis of noise impacts depends on the impact being analyzed. Noise is by definition a localized phenomenon, and significantly reduces in magnitude as the distance from the source increases. As such, receptors in the immediate project area within 500 feet could be impacted by construction noise. There are no noise-sensitive receptors within 500 feet of the project's construction area. The closest existing noise-sensitive receptors to the project's construction area consists of residential uses located approximately 900 feet to the north of the project site near the intersection of Thienes Avenue and Parkway Drive, approximately 1,300 feet to the east of the project site on Belgreen Drive, and approximately 1,150 feet to the west on Famosa Street.

### *Construction*

Project construction is expected to commence in 2023 and would be completed in 2025. Construction activities would include grading and excavation, concrete pouring, installation of mechanical equipment, tanks, liners, and other supporting features, and paving and finishing activities. Site clearing would be required for approximately 1 acre of land and would result in the excavation of approximately 17,400 cubic yards (cy) of soil. One haul truck would carry two 10 cy dump trailers, requiring approximately 870 truckloads. Approximately 100 cy of corroded concrete would be hauled off-site and approximately 1,830 cy of new concrete would be placed. The proposed project may require asphalt paving of less than 1 acre.

Project construction would be located greater than 500 feet from the nearest noise-sensitive receptor, which is a typical screening distance for evaluating construction noise impacts since noise levels attenuate (reduce) from a source at a rate between 6 dBA for acoustically "hard" sites and 7.5 dBA for "soft" sites for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 dBA at 100 feet, 68 dBA at 200 feet, etc.). In addition, due to the topography of project site and its surroundings, sensitive receptors would be shielded from construction activity, which would provide for additional noise reduction at noise-sensitive receptor locations. A 5 dBA noise attenuation (i.e., reduction) would result for receptor locations where the acoustic line-of-sight would be just interrupted (at the edge of topographic hills or berms or the edge of a building) and a 10 dBA noise attenuation would result for receptor locations where the acoustic line-of-sight would be fully interrupted (i.e., by intervening topography and/or buildings).

Noise modeling was conducted based on the types of equipment that would be used for construction of the project. The modeling includes 5 dBA of additional noise attenuation

from acoustical line-of-sight interruption from the presence of intervening freeways (i.e., SR-60 and I-605), vegetation and low hilly terrain between the project's construction site and the sensitive receptor locations. A summary of construction noise levels at the existing sensitive receptors described above is provided in **Table 2-9**, with supporting calculations provided in **Appendix E.** While the applicable Noise Element Noise Compatibility Matrix acceptable exterior CNEL noise standard of 60 to 65 dBA and conditional acceptable exterior CNEL noise standard of 70 dBA for residential uses does not specifically apply to construction, as shown, the project's construction noise levels would not exceed the values.

**TABLE 2-9**
**ESTIMATED CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE SENSITIVE RECEPTORS**

| Noise Sensitive Receptor | Construction Phases | Closest Distance between Nearest Receptor and Construction Site, feet | Estimated Construction Noise Levels at Noise Sensitive Receptor by Construction Phase, [a,b] Hourly $L_{eq}$ (dBA) |
|---|---|---|---|
| R1 | Grading/Excavation | 900 feet | 58 |
| This location represents the residences to the north of the project site | Concrete | | 57 |
| | Mechanical | | 57 |
| | Paving | | 46 |
| R2 | Grading/Excavation | 1300 feet | 55 |
| This location represents the residences to the east of the project site | Concrete | | 54 |
| | Mechanical | | 54 |
| | Paving | | 44 |
| R3 | Grading/Excavation | 1,150 feet | 56 |
| This location represents the residences to the west of the project site | Concrete | | 55 |
| | Mechanical | | 55 |
| | Paving | | 44 |

[a] Estimated construction noise levels represent the worst-case condition when noise generators are located closest to the receptors and are expected to last the entire duration of each construction phase.

[b] Noise levels shown here included 5 dBA of additional noise attenuation from acoustical line-of-sight interruption from the presence of intervening freeways (i.e., SR-60 and I-605), vegetation and low hilly terrain between the project's construction site and the sensitive receptor locations.

SOURCE: Table compiled by ESA, 2022

Truck trips associated with soil and concrete hauling to and from the project site would occur throughout the construction period. However, since truck trips would be infrequent and minimal compared to existing roadway vehicle and truck activity, impacts would be minimal.

Consistent with provisions of the Los Angeles County Code (LACC) as described above, the project construction period would have a duration of more than 10 days. The majority of construction activities would be expected to occur during the daytime hours specified in LACC 12.08.440 (i.e., between the hours of 7:00 a.m. and 7:00 p.m.) Monday through Friday and between the hours of 8:00 a.m. to 6:00 p.m. on Saturdays. Some limited nighttime construction could potentially occur, such as, but not limited to, concrete pours,

shutdowns, and tie-ins, which may require the issuance of a noise variance by the County health officer as discussed above and in LACC 12.08.580 et. seq.

As shown above in Table 2-7, construction activities lasting more than 10 days would result in a significant impact during the daytime hours should on-site construction activities exceed the applicable noise threshold established by the LACC of 60 dBA $L_{eq}$ at single-family residences and mobile homes, 65 dBA $L_{eq}$ at multi-family residences, or 70 dBA $L_{eq}$ at semi-residential/commercial land uses. For purposes of this analysis, the lowest daytime noise threshold of 60 dBA $L_{eq}$ has been applied to the surrounding residential receptors. As shown in Table 2-9, construction noise would not exceed the daytime significance threshold of 60 dBA $L_{eq}$ at any of the receptors.

As shown above in Table 2-7, construction activities lasting more than 10 days would result in a significant impact during the nighttime hours should on-site construction activities exceed the applicable noise threshold established by the LACC of 50 dBA $L_{eq}$ at single-family residences and mobile homes, 55 dBA $L_{eq}$ at multi-family residences, or 60 dBA $L_{eq}$ at semi-residential/commercial land uses. For purposes of this analysis, the lowest nighttime noise threshold of 50 dBA $L_{eq}$ has been applied to the surrounding residential receptors. As shown in Table 2-9, construction noise would potentially exceed the nighttime significance threshold of 50 dBA $L_{eq}$ at the receptors.

Therefore, construction of the project during daytime hours would not generate substantial temporary increases in ambient noise levels at noise-sensitive receptors in the vicinity of the project in excess of standards and daytime noise impacts would be less than significant.

Construction of the project during nighttime hours would potentially generate substantial temporary increases in ambient noise levels at noise-sensitive receptors in the vicinity of the project in excess of standards and nighttime noise impacts would be potentially significant. Implementation of Mitigation Measure NOI-1 would be required to reduce nighttime noise levels to a less-than-significant level.

### *Operations*

The exiting noise environment in the project site vicinity is dominated by traffic noise from nearby roadways and freeways (i.e., SR-60 and I-605), existing residential, commercial, and light industrial development, the Puente Hills Landfill, as well as by the noise generated by the SJCWRP existing uses. As the project is an infrastructure project that involves the construction of two new Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, concrete and liner repairs for Channel 2 and the Step Feed Channels, operation of the project results in a minimal increase in operational noise. The project would require periodic maintenance activities which would involve a few trucks or vehicles per month, similar to existing maintenance activities at the SJCWRP. Mobile source noise from the few vehicles for periodic maintenance would result in minimal noise and would not result in a perceptible increase in community noise. The project would not require additional employees; therefore, an increase in worker related commuting vehicle

emissions would not be anticipated. Operation of the project would require small mechanical equipment of approximately 5 horsepower and a chopper pump motor rated at 50 horsepower. This equipment would comply with Section 12.08.530 of the LACC for restricting noise from small power equipment, which can be achieved via manufacturer supplied noise enclosures, mufflers, or other similar features. Overall, given the sporadic usage of maintenance vehicles, project operational-source noise would not result in a perceptible increase in community noise above existing conditions. As such, operation of the project would result in a less than significant impact.

## Mitigation Measures

**NOI-1**: For construction activities between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, and anytime on Sundays or legal holidays, if such noise would create a noise disturbance across a residential or commercial property line, the project contractor(s) shall implement the following noise reduction measures:

- Locate equipment as far as practical from noise-sensitive uses
- Require that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation
- Prohibit gasoline or diesel engines from having unmuffled exhaust
- Use noise-reducing enclosures around noise-generating equipment
- Construct additional barriers between construction noise sources and noise-sensitive land uses or take advantage of existing barrier features (e.g., terrain, structures) to block the line-of-sight from the noise-sensitive land uses to construction noise sources. Blocking the line-of-sight will reduce the noise level by at least 8 dBA.

**NOI-2:** Prior to construction, initiate a complaint/response tracking program. A construction schedule will be available to noise-sensitive residential uses within approximately 1,000 feet of the construction areas, and a noise disturbance coordinator will be designated. The coordinator will be responsible for responding to complaints regarding construction noise, will determine the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.

b) **Less than Significant Impact.** The project would be constructed using typical construction techniques. As such, it is anticipated that the equipment to be used during construction would not expose persons to or generate excessive groundborne vibration. Post-construction on-site activities would be limited to industrial uses that would not generate excessive groundborne vibration.

### *Vibration Principles and Descriptors*

Groundborne vibration from development is primarily generated from the operation of construction equipment and from vehicle traffic. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. The vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise. Vibration levels for potential structural damage is described in terms of the peak particle velocity (PPV) measured in inches per second (in/sec) (FTA 2006).

Groundborne vibration is generally limited to areas within a few hundred feet of certain types of industrial operations and construction/demolition activities such as pile driving. Road vehicles rarely create enough groundborne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps. If traffic, typically heavy trucks, does induce perceptible building vibration, it is most likely an effect of low-frequency airborne noise or ground characteristics (FTA 2006). Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Heavy trucks would generate 0.076 in/sec PPV at 25 feet. The vibration velocity of 0.076 in/sec PPV at 25 feet attenuates to 0.027 in/sec PPV at 50 feet (FTA 2006).

Building structural components also can be stressed by high levels of low-frequency airborne noise (typically less than 100 Hz). The many structural components of a building, stressed by low-frequency noise, can be coupled together to create complex vibrating systems. The low-frequency vibration of the structural components can cause smaller items such as ornaments, pictures, and shelves to rattle, which can cause annoyance to building occupants (FTA 2006).

Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes. Groundborne vibration related to human annoyance is generally related to root mean square (rms) velocity levels, and expressed as velocity in decibels (VdB) (FTA 2006).

As discussed above, the rumbling noise caused by the vibration of room surfaces is called groundborne noise. The annoyance potential of groundborne noise is usually characterized with the A-weighted sound level. Although the A-weighted level is almost the only metric used to characterize community noise, there are potential problems when characterizing low-frequency noise using A-weighting. This is because of the non-linearity of human hearing which causes sounds dominated by low-frequency components to seem louder than broadband sounds that have the same A-weighted level. The result is that groundborne noise with a level of 40 dBA sounds louder than 40 dBA

broadband noise. This is accounted for by setting the limits for groundborne noise lower than would be the case for broadband noise (FTA 2006).

Caltrans has adopted guidelines/recommendations to limit ground-borne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity. With respect to residential and commercial structures, Caltrans' technical publication, titled Transportation and Construction Vibration Guidance Manual, provides a vibration damage potential threshold criteria of 0.5 in/sec PPV for historic and older buildings, 1.0 inch-per-second PPV for newer residential structures, and 2.0 in/sec PPV for modern industrial/commercial buildings. In addition, the guidance also sets 0.24 in/sec PPV as the threshold for "distinctly perceptible" human response to transient vibration (Caltrans 2004).

### *Construction Vibration*

The construction activities that typically generate the most severe vibrations are blasting and impact pile driving, which would not be utilized for the project. The project would utilize construction equipment such as excavators and loader, which would generate minimal groundborne vibrations during excavation and other construction activities. Additionally, these pieces of equipment would be used 900 feet or more away from the nearest vibration sensitive receptors. At distances of 900 feet or more, groundborne vibration generated by project construction would dissipate to levels that would be imperceptible. Therefore, project impacts would be less than significant.

### *Operations*

As the project is an infrastructure project that involves the construction of two new Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, concrete and liner repairs for Channel 2 and the Step Feed Channels, operation of the project will result in a minimal increase in operational noise. The project would require periodic maintenance activities which would involve a few trucks or vehicles per month, similar to existing maintenance activities at the SJCWRP. Operation of the project would require small mechanical equipment of approximately 5 horsepower. These minimal operational activities and small powered equipment would not result in an increase in groundborne vibration at sensitive receptors given the large buffer distances. At distances of 900 feet or more, groundborne vibration generated by project construction would dissipate to levels that would be imperceptible. Therefore, project impacts would be less than significant.

c) **No Impact.** As discussed in Section IX(e), the project site is not located within an airport land use plan, within two miles of a public use airport, or within the vicinity of a private airstrip. The nearest airport is the San Gabriel Valley Airport, located approximately 3 miles north of the project site. Therefore, construction or operation of the project would not expose workers or visitors to excessive airport related noise levels. No impacts would occur.

## References

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FTA (Federal Transit Administration). 2006. Transit Noise and Vibration Impact Assessment, Section 7. May 2006.

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# XIV. Population and Housing

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XIV. POPULATION AND HOUSING —** Would the project: | | | | |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a) **No Impact.** The proposed project would not include the construction of new housing or extension of roads or other infrastructure. The proposed project would construct two Primary Sedimentation Tanks, would extend and existing Channel 1 and Gallery 1 to connect to the proposed tanks, and would implement concrete and liner repairs to the existing Step Feed Channels and Channel 2 within the existing SJCWRP. The project would not increase the capacity of the SJCWRP. During construction, the proposed project would require up to 30 construction workers per day and would be adequately served by the local workforce. No additional permanent employees would be required for operational activities once construction is completed. The proposed project would increase the amount of recycled water that is used for groundwater recharge and irrigation and would not indirectly support new population or economic expansion. Therefore, no impact would occur.

b) **No Impact.** The proposed project would occur entirely within the existing SJCWRP and would not require removal of existing housing or displacement of people, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur.

# XV. Public Services

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XV. PUBLIC SERVICES —** | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: | | | | |
| i) Fire protection? | ☐ | ☐ | ☐ | ☒ |
| ii) Police protection? | ☐ | ☐ | ☐ | ☒ |
| iii) Schools? | ☐ | ☐ | ☐ | ☒ |
| iv) Parks? | ☐ | ☐ | ☐ | ☒ |
| v) Other public facilities? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a.i) **No Impact.** Los Angeles County Fire Department (LACFD) provides fire suppression and emergency medical services to the project site and surrounding area. LACFD Station 90 (10115 Rush Street in the City of South El Monte), is the closest station to the project site and is located approximately 1.70 miles to the northwest and has capacity to respond to any potential needs within the SJCWRP. The proposed project would not include new homes or businesses, or substantially change the existing industrial character of the project site. Thus, the proposed project would not require additional fire protection services beyond those that are provided by LACFD Station 90. No impact would occur.

a.ii) **No Impact.** Police services are provided by the Los Angeles County Sheriff's Department (LACSD). Construction activities would be short-term, and would require a maximum of approximately 30 construction workers per day. Operation and maintenance of the proposed project would not require new full-time employees at SJCWRP. As no permanent population increases would occur, the proposed project would not result in an increase in demand for police protection services. Further, LACSD would not be required to expand or construct new stations to serve the project area. No impacts would occur.

a.iii–iv) **No Impact.** The proposed project would not require the construction of new housing or result in an increase in population. Use of existing public facilitates would not increase and no new public facilities would be required. Therefore, the proposed project would have no impact related to school services, parks or the need for other public facilities.

# XVI. Recreation

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XVI. RECREATION —** | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

## Discussion

a) **No Impact.** The proposed project would include constructing two sedimentation tanks, an extension of a channel and gallery, and implementing concrete and liner repairs within the existing SJCWRP facilities. The proposed project would not result in physical impacts to surrounding recreational facilities and would not result, directly or indirectly, in an increase in population. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

b) **No Impact.** The proposed project consists of the improvements, additions, or expansions of facilities within the existing SJCWRP. The proposed project would not require the construction or expansion of additional recreational facilities which might have an adverse physical effect on the environment. Therefore, no impact would occur.

# XVII. Transportation

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XVII. TRANSPORTATION —** Would the project: | | | | |
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |

## Discussion

a) **Less than Significant Impact.** Regional access to the project site would be provided by I-605 at the Crossroads Parkway exit or SR-60 at the Peck Road exit, approximately 0.87 mile southeast and 0.75 mile west of the project site. Construction vehicles would primarily access the project site via an access road along the periphery of the JAO parking lot. Construction vehicles would also be able to access the project site from the existing SJC East entrance located near Workman Mill Road. The entrance would lead to a parking lot located southeast of SJCWRP East and provide access to an interior access road that travels along the northern boundary of the SJCWRP. Project construction would last approximately 24 months. Construction would occur entirely within the project site and would not encroach into the public right-of-way. However, construction equipment would be transported to the project site at the start of construction and would be removed following construction, including but not limited to forklifts, bulldozers, and excavators. In addition, construction activities would require export of concrete and other construction debris. Trucks and vehicles hauling materials and equipment to and from the project site, as well as worker vehicles traveling to and from the project site each day, would use the existing internal access road, and roads and highways surrounding the project site. During the peak periods of construction, the proposed project would generate approximately 28 soil hauling truck trips per day (14 inbound/14 outbound) during grading and excavation activities and approximately 62 concrete and vendor truck trips per day (31 inbound/31 outbound trips) during concrete pouring and mechanical installation activities. Construction activities would be temporary and would not generate a substantial amount of additional vehicles or trucks traveling on nearby roadways. Vehicular access to SJCWRP would be maintained at all times for construction workers and authorized employees. The proposed project would not conflict with any program plans, or any ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be considered less than significant.

Once operational, existing staff would periodically maintain and access the SJCWRP similar to existing conditions, and therefore, the proposed project would not result in additional traffic on roadways surrounding the project site. No impact would occur.

b) **Less than Significant Impact.** In accordance with Senate Bill (SB) 743, CEQA Guidelines Section 15064.3, subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas and shift the focus from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses. Vehicle miles traveled (VMT) is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person. The County's required methodology for VMT analysis is documented in LADPW's Transportation Impact Analysis Guidelines (TAG) (LADPW 2020). The Los Angeles County VMT Screening Criteria indicates that projects that generate or attract fewer than 110 operational trips per day would generally be exempt from further consideration with respect to VMT. Per this guidance, since the proposed project would operate similar to existing conditions and is not anticipated to generate new operational trips the project would be consistent with CEQA Guidelines Section 15064.3 and impacts would be considered less than significant.

c) **No Impact.** Proposed additions, extensions, and repairs to the existing water reclamation plant would not include new geometric design features that could be considered dangerous or increase hazard in the project area. No impact would occur.

d) **Less than Significant Impact.** Construction activities for the proposed project would occur entirely within the SJCWRP. Staging and stockpiling areas would be located in close proximity to the proposed sedimentation tanks and other project improvements, reducing the need for trucks to be travelling throughout the SJCWRP. The project would not require full or partial lane closures on nearby roadways. Emergency access would be maintained at all times within the SJCWRP in accordance with applicable regulations. Impacts would be considered less than significant.

## References

LADPW (Los Angeles Department of Public Works). 2020. Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report. Available at: https://dpw.lacounty.gov/traffic/docs/Implementation-Report.pdf. Accessed March 15, 2022.

# XVIII. Tribal Cultural Resources

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XVIII. TRIBAL CULTURAL RESOURCES —** | | | | |
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☐ | ☐ | ☒ |

## Discussion

The proposed project is subject to compliance with AB 52 (California Public Resources Code, Section 21080.3.1), which requires consideration of impacts to tribal cultural resources as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project.

a) **No impact**. The Native American Heritage Commission (NAHC) was contacted on March 22, 2022, to request a search of the Sacred Lands Files (SLF). The NAHC responded to the request in a letter dated May 3, 2022, indicating that the results were positive. The response letter did not provide details on resources within the project site, but suggested contacting the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation). The NAHC also provided a list of other Native American tribes to contact as they may have knowledge of cultural resources within the project site. The Sanitation Districts conducted consultation with California Native American tribes pursuant to AB 52 to identify tribal cultural resources in or near the project site (see **Appendix F** of this IS/MND).

On May 16, 2022, the Sanitation Districts sent notification letters via certified mail to the designated representatives of 9 California Native American tribes with 11 contacts (**Table 2-10).** The letters provide brief descriptions of the proposed project and its location, with maps, the lead agency's contact information, and a notification that the tribe has 30 days to request consultation pursuant to Public Resources Code Section 21080.3.1.

**TABLE 2-10**
**SUMMARY OF AB 52 CONSULTATION**

| Tribe | Contact/Title | Date Letter Sent | Response |
|---|---|---|---|
| Gabrieleño Band of Mission Indians-Kizh Nation | Andrew Salas, Chairperson | 05/16/2022 | On May 19, 2022, Chairman Salas requested consultation, which took place on June 2, 2022. On July 18, 2022, information on soil composition was provided to the tribe. To date, no response has been received from the tribe. |
| Gabrieleno/Tongva San Gabriel Band of Mission Indians | Anthony Morales, Chairperson | 05/16/2022 | No response |
| Gabrielino/Tongva Nation | Sandonne Goad, Chairperson | 05/16/2022 | No response |
| Gabrielino Tongva Indians of California Tribal Council | Robert Dorame, Chairperson | 05/16/2022 | No response |
| Gabrielino Tongva Indians of California Tribal Council | Christina Conley, Tribal Consultant and Administrator | 05/16/2022 | On June 13, 2022, Tribal Consultant and Administrator Conley stated no comment. |
| Gabrielino-Tongva Tribe | Charles Alvarez | 05/16/2022 | No response |
| Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) | Lee Clauss, Director | 05/16/2022 | On June 22, 2022, Cultural Resources Analyst, Ryan Nordness, stated that no consultation is needed. |
| Santa Rosa Band of Cahuilla Indians | Lovina Redner, Tribal Chair | 05/16/2022 | No response |
| Soboba Band of Luiseno Indians | Isaiah Vivanco, Chairperson | 05/16/2022 | No response |
| Soboba Band of Luiseno Indians | Joseph Ontiveros, Cultural Resource Department | 05/16/2022 | No response |
| Torres Martinez Desert Cahuilla Indians | Michael Mirelez, Cultural Resource Coordinator | 05/16/2022 | No response |

One request for consultation was received. In a letter dated May 19, 2022, Chairman Salas of the Kizh Nation requested consultation. The Sanitation Districts met with representative Matthew Teutimez of the Kizh Nation on June 2, 2022. The tribe provided history of their tribe in the area and mentioned that based on previous experience, the presence of non-native soils does not indicate the absence of cultural resources. As such, the tribe requested for the Sanitation Districts to provide the project site's soil composition to determine if a tribal monitor is needed. On July 18, 2022, the Sanitation Districts sent a letter to the Kizh Nation with information on soil composition along with the geotechnical report. To date, a response has not been received from the Kizh Nation. One email was received from the Gabrielino Tongva Indians of California Tribal Council on June 13, 2022, stating they had no comments. Another email was received from the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) on June 22, 2022, stating that they will not be requesting consultation as the proposed project is located outside of Serrano ancestral territory. As a result of the

Sanitation Districts' efforts, no known tribal cultural resources were identified within the project site. Therefore, the project would result in no impacts to tribal cultural resources.

While no tribal cultural resources are anticipated to be affected by the project, the Sanitation Districts has prescribed Mitigation Measures CUL-1 and CUL-2 in Section V, *Cultural Resources*, of this IS/MND to address any inadvertent discovery of prehistoric archaeological resources. These measures include the treatment of inadvertent prehistoric archaeological discoveries. In particular, these mitigation measures require the immediate halt of construction activities in the vicinity of the discovery, coordination with appropriate Native American tribes and the Sanitation Districts, and development and implementation of appropriate actions for treating the discovery.

## References

Green, A. 2022. Native American Heritage Commission Sacred Lands File Search Results for the San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion Project, Los Angeles County.

# XIX. Utilities and Service Systems

| *Issues (and Supporting Information Sources):* | *Potentially Significant Impact* | *Less Than Significant with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **XIX. UTILITIES AND SERVICE SYSTEMS —** Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☐ | ☒ |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

## Discussion

a) **Less than Significant Impact.** The proposed project includes additions, extensions, and modifications to the existing SJCWRP. Construction and changes to the proposed facilities will require machinery such as forklifts, cement mixers, and dump trucks. However, these activities would not require the construction of additional facilities. Minimal amounts of wastewater may be generated during construction of the proposed project, primarily consisting of portable toilet waste generated by construction workers. Wastewater generated during construction would be collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. In addition, the project components will be added to the existing facilities that service the water reclamation plant and would be able to accommodate these changes. The project would expand existing operations but not to the extent that it would require the expansion of water, wastewater, or other facilities. Therefore, the proposed project would not require or result in relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electrical power, natural gas, or telecommunication facilities. Impacts would be less than significant.

b) **No Impact.** Construction of the proposed project would require minimal amounts of water for dust control, concrete mixing, and sanitary purposes. Water required for construction would be supplied by the local water retailer. Non-potable water for dust control would be provided by the Sanitation Districts and water required for the operation

of the proposed Primary Sedimentation Tanks and the extended Channel/Gallery 1 would be supplied entirely by the existing capacity of the SJCWRP and no new or expanded entitlements would be required. No impact would occur.

c) **Less than Significant Impact.** As described above within Section XIX(a), Utilities and Service Systems, wastewater generated during construction of the proposed project would be minimal and would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. The proposed project's contribution of wastewater to be treated at the SJCWRP facility would be negligible, and would be treated by existing SJCWRP system capacities. Impacts would be considered less than significant.

d) **Less than Significant Impact.** The waste generated during construction of the proposed project would mainly consist of general construction debris, concrete, dirt, and worker personal waste. Approximately 20,880 cubic yards (cy) of soil and 100 cy of concrete will be hauled from the site. The construction solid waste would be taken to landfills surrounding the proposed project area as determined by the Sanitation Districts and the construction contractor for proper disposal of materials. The Savage Canyon Landfill is located at 13919 Penn Street in the City of Whittier, is approximately 4 miles south from the project site, and is one of the closest disposal facilities to the proposed project area. The Savage Canyon Landfill is permitted to receive, handle, and process up to 3,350 tons per day (tpd) of waste (CalRecycle 2022). The landfill has a remaining capacity of 9,510,833 cubic yards as of late 2011 and is scheduled to cease operations in 2055. As the majority of waste generated by the proposed project would occur during construction, and because the proposed project would divert debris generated during construction to recycling facilities, the amount of waste generated at the project site is not anticipated to significantly impact nearby landfill serving capacities. The construction contractor would be required to dispose of solid waste in accordance with local solid waste disposal requirements. Impacts would be less than significant.

e) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local requirements related to reduction of solid waste during construction. The proposed project would be required to comply with California Integrated Waste Management Act of 1989 and the California Green Building Code requiring 50 percent diversion of its construction waste from landfills through reuse and recycling (CalRecycle 1997). Operation of the proposed project would generate minimal amounts of solid waste, including the solids that settle within the Primary Sedimentation Tanks. As described above, wastes produced during the operation of the proposed project would be sent to the Savage Canyon Landfill or other landfills in accordance with applicable regulations. Therefore, project impacts related to potential noncompliance with solid waste statutes and regulations would be considered less than significant.

## References

CalRecycle (California Department of Resources Recycling and Recovery). 1997. History of California Solid Waste Law, 1985-1989, Available online at: http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm, Accessed on March 21, 2022.

CalRecycle. 2022. Savage Canyon Landfill (19-AH-0001) Fact Sheet. Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3494?siteID=1399, Accessed on April 14, 2022.

# XX. Wildfire

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

## Discussion

a–d) **No Impact.** The project site would be located in an urbanized area. The proposed project is not included within or near an area designated as a State Responsibility Area and is not located in an area classified as a Very High Fire Hazard Severity Zone according to the map prepared by CAL FIRE (CAL FIRE 2022). In addition, the County of Los Angeles Fire Hazard Severity Zones map indicates that the project site would not be located within a very high fire zone (County of Los Angeles 2022). Therefore, since the project site would not be located in or near a state responsibility area or lands classified as very high fire hazard severity zones, no impacts related to wildlife would occur.

## References

CAL FIRE (California Department of Forestry and Fire Protection). 2022. Fire Hazard Severity Zone Viewer. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed March 14, 2022.

County of Los Angeles. 2022. Fire Hazard Severity Zones. Available at: https://data.lacounty.gov/dataset/Fire-Hazard-Severity-Zones/jwg2-9k5y. Accessed April 14, 2022.

# XXI. Mandatory Findings of Significance

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

## Discussion

a) **Less than Significant Impact with Mitigation Incorporated.** As discussed above, with the implementation of mitigation measures, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts to these resources would be less than significant after mitigation.

b) **Less than Significant Impact.** A cumulative impact could occur if the proposed project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. No direct significant impacts were identified for the proposed project that could not be mitigated to a less than significant level. However, when combined with other projects within the vicinity, the proposed project may result in a contribution to a potentially significant cumulative impact.

The proposed project does not include any agricultural or mineral resources that could be impacted, and the proposed project would have no effect on land use and planning, population and housing, public services, recreation, and wildfire. In addition, impacts would be less than significant for aesthetics, air quality, geology and soils, GHG emissions, hydrology and water quality, and utilities and service systems. As a result, cumulative impacts related to these resources would not occur.

Hazardous materials, noise, and traffic impacts that are generated by construction activities would be short-term, with the total project construction period of approximately 24 months. The project would be mainly constructed within the boundary of the SJCWRP. The construction of some project components would overlap, but the entire proposed project would not be constructed at the same time. The noise and traffic generated by the proposed project would be minimal and would not contribute significantly to the cumulatively significant traffic and noise at the project site and adjacent areas. Further, impacts related to biological resources and cultural resources (including Tribal Cultural Resources) would be minimal and would not contribute considerably to the cumulative condition of these resources. Therefore, the proposed project would not result in any impacts that would be cumulatively considerable.

c) **Less than Significant Impact.** The proposed project includes additional Primary Sedimentation Tanks, extension of Channel 1 and Gallery 1, and repairs to concrete and liners within the SJCWRP. Construction activities would mainly occur within the boundary of the plant. The proposed project would not result in substantial adverse effects to humans, either directly or indirectly. Impacts would be less than significant.

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# Appendix A
## Air Quality

ESA

# Emissions Summary

**Boething Treeland Farms**

**LACSD - SJCWRP**

**Regional Emissions**

**Air Quality Construction Analysis**

| Regional Maximums<br>Source | ROG | NOX | CO | SO2<br>lb/day | Total PM10 | Total PM2.5 |
|---|---|---|---|---|---|---|
| 3.2 Grading/Excavation - 2023 | 3.6 | 37.4 | 38.6 | 0.1 | 5.1 | 3.0 |
| 3.3 Concrete - 2023 | 3.8 | 38.0 | 47.3 | 0.1 | 2.9 | 1.9 |
| 3.3 Concrete - 2024 | 3.5 | 32.7 | 44.8 | 0.1 | 2.2 | 1.5 |
| 3.4 Mechanical - 2024 | 3.5 | 31.5 | 42.6 | 0.1 | 1.6 | 1.4 |
| 3.4 Mechanical - 2025 | 3.3 | 29.4 | 42.4 | 0.1 | 1.4 | 1.2 |
| 3.5 Paving - 2025 | 0.0 | 11.2 | 18.0 | 0.0 | 0.6 | 0.5 |
| **Overlapping Phases** | | | | | | |
| | **ROG** | **NOX** | **CO** | **SO2** | **Total PM10** | **Total PM2.5** |
| 3.3 Concrete - 2024 and 3.4 Mechanical - 2024 | 7.0 | 64.2 | 87.4 | 0.2 | 3.8 | 3.0 |
| **Project Daily Maximum Emissions** | **7.0** | **64.2** | **87.4** | **0.2** | **5.1** | **3.0** |
| SCAQMD Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold? | No | No | No | No | No | No |

**LACSD - SJCWRP**

**Summer**

**Air Quality Construction Analysis**

| Summer Regional Emissions | Onsite Emissions | | | | | | Offsite Emissions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
| | lb/day | | | | | | lb/day | | | | | |
| 3.2 Grading/Excavation - 2023 | 3.4 | 32.4 | 34.3 | 0.1 | 4.2 | 2.7 | 0.2 | 5.1 | 4.3 | 0.0 | 0.9 | 0.3 |
| 3.3 Concrete - 2023 | 3.6 | 32.8 | 41.7 | 0.1 | 1.5 | 1.5 | 0.2 | 5.3 | 5.6 | 0.0 | 1.3 | 0.4 |
| 3.3 Concrete - 2024 | 3.4 | 30.8 | 41.6 | 0.1 | 1.3 | 1.3 | 0.1 | 1.9 | 3.3 | 0.0 | 0.9 | 0.2 |
| 3.4 Mechanical - 2024 | 3.5 | 31.3 | 41.8 | 0.1 | 1.4 | 1.4 | 0.0 | 0.2 | 0.8 | 0.0 | 0.2 | 0.1 |
| 3.4 Mechanical - 2025 | 3.3 | 29.2 | 41.6 | 0.1 | 1.2 | 1.2 | 0.0 | 0.2 | 0.8 | 0.0 | 0.2 | 0.1 |
| 3.5 Paving - 2025 | 0.0 | 11.0 | 17.6 | 0.0 | 0.5 | 0.5 | 0.0 | 0.2 | 0.4 | 0.0 | 0.1 | 0.0 |

| Regional Emissions | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|---|---|---|---|---|---|---|
| 3.2 Grading/Excavation - 2023 | 3.6 | 37.4 | 38.6 | 0.1 | 5.1 | 3.0 |
| 3.3 Concrete - 2023 | 3.8 | 38.0 | 47.3 | 0.1 | 2.9 | 1.9 |
| 3.3 Concrete - 2024 | 3.5 | 32.7 | 44.8 | 0.1 | 2.2 | 1.5 |
| 3.4 Mechanical - 2024 | 3.5 | 31.5 | 42.6 | 0.1 | 1.6 | 1.4 |
| 3.4 Mechanical - 2025 | 3.3 | 29.4 | 42.4 | 0.1 | 1.4 | 1.2 |
| 3.5 Paving - 2025 | 0.0 | 11.2 | 18.0 | 0.0 | 0.6 | 0.5 |

| Overlapping Phases | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|---|---|---|---|---|---|---|
| **3.3 Concrete - 2024 and 3.4 Mechanical - 2024** | 7.0 | 64.2 | 87.4 | 0.2 | 3.8 | 3.0 |
| **Project Daily Maximum Emissions** | **7.0** | **64.2** | **87.4** | **0.2** | **5.1** | **3.0** |

**LACSD - SJCWRP**
**Winter**
**Air Quality Construction Analysis**

| Winter Regional Emissions | Onsite Emissions | | | | | | Offsite Emissions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Source | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
| | lb/day | | | | | | lb/day | | | | | |
| 3.2 Grading/Excavation - 2023 | 3.4 | 32.4 | 34.3 | 0.1 | 4.2 | 2.7 | 0.2 | 5.1 | 4.3 | 0.0 | 0.9 | 0.3 |
| 3.3 Concrete - 2023 | 3.6 | 32.8 | 41.7 | 0.1 | 1.5 | 1.5 | 0.2 | 5.3 | 5.6 | 0.0 | 1.3 | 0.4 |
| 3.3 Concrete - 2024 | 3.4 | 30.8 | 41.6 | 0.1 | 1.3 | 1.3 | 0.1 | 1.9 | 3.3 | 0.0 | 0.9 | 0.2 |
| 3.4 Mechanical - 2024 | 3.5 | 31.3 | 41.8 | 0.1 | 1.4 | 1.4 | 0.0 | 0.2 | 0.8 | 0.0 | 0.2 | 0.1 |
| 3.4 Mechanical - 2025 | 3.3 | 29.2 | 41.6 | 0.1 | 1.2 | 1.2 | 0.0 | 0.2 | 0.8 | 0.0 | 0.2 | 0.1 |
| 3.5 Paving - 2025 | 0.0 | 11.0 | 17.6 | 0.0 | 0.5 | 0.5 | 0.0 | 0.2 | 0.4 | 0.0 | 0.1 | 0.0 |

| Regional Emissions | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|---|---|---|---|---|---|---|
| 3.2 Grading/Excavation - 2023 | 3.6 | 37.4 | 38.6 | 0.1 | 5.1 | 3.0 |
| 3.3 Concrete - 2023 | 3.8 | 38.0 | 47.3 | 0.1 | 2.9 | 1.9 |
| 3.3 Concrete - 2024 | 3.5 | 32.7 | 44.8 | 0.1 | 2.2 | 1.5 |
| 3.4 Mechanical - 2024 | 3.5 | 31.5 | 42.6 | 0.1 | 1.6 | 1.4 |
| 3.4 Mechanical - 2025 | 3.3 | 29.4 | 42.4 | 0.1 | 1.4 | 1.2 |
| 3.5 Paving - 2025 | 0.0 | 11.2 | 18.0 | 0.0 | 0.6 | 0.5 |

| Overlapping Phases | ROG | NOX | CO | SO2 | Total PM10 | Total PM2.5 |
|---|---|---|---|---|---|---|
| **3.3 Concrete - 2024 and 3.4 Mechanical - 2024** | 7.0 | 64.2 | 87.4 | 0.2 | 3.8 | 3.0 |
| **Project Daily Maximum Emissions** | **7.0** | **64.2** | **87.4** | **0.2** | **5.1** | **3.0** |

**LACSD - SJCWRP**

**Air Quality Construction Analysis**

| Localized Emissions<br>Source | NOX | CO | Total PM10 | Total PM2.5 |
|---|---|---|---|---|
| 3.2 Grading/Excavation - 2023 | 32.4 | 34.3 | 4.2 | 2.7 |
| 3.3 Concrete - 2023 | 32.8 | 41.7 | 1.5 | 1.5 |
| 3.3 Concrete - 2024 | 30.8 | 41.6 | 1.3 | 1.3 |
| 3.4 Mechanical - 2024 | 31.3 | 41.8 | 1.4 | 1.4 |
| 3.4 Mechanical - 2025 | 29.2 | 41.6 | 1.2 | 1.2 |
| 3.5 Paving - 2025 | 11.0 | 17.6 | 0.5 | 0.5 |
| **Localized Emissions** | **NOX** | **CO** | **Total PM10** | **Total PM2.5** |
| 3.2 Grading/Excavation - 2023 | 32.4 | 34.3 | 4.2 | 2.7 |
| 3.3 Concrete - 2023 | 32.8 | 41.7 | 1.5 | 1.5 |
| 3.3 Concrete - 2024 | 30.8 | 41.6 | 1.3 | 1.3 |
| 3.4 Mechanical - 2024 | 31.3 | 41.8 | 1.4 | 1.4 |
| 3.4 Mechanical - 2025 | 29.2 | 41.6 | 1.2 | 1.2 |
| 3.5 Paving - 2025 | 11.0 | 17.6 | 0.5 | 0.5 |
| **Overlapping Phases** | | | | |
| | **NOX** | **CO** | **Total PM10** | **Total PM2.5** |
| **3.3 Concrete - 2023 and 3.4 Mechanical - 2024** | 62.1 | 83.3 | 2.7 | 2.7 |
| **Project Daily Maximum Emissions** | **62.1** | **83.3** | **4.2** | **2.7** |

# Mobile Source Emissions Calculations

**LACSD - SJCWRP**
**Total Emissions**

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Idling per Day (minutes) | Regional Emissions (pounds/day) ROG | NOX | CO | SO2 | PM10 Dust | PM10 Exh | Total PM10 | PM2.5 Dust | PM2.5 Exh | Total PM2.5 | (MT/yr) Total CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | | | | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 15 | 0.20 | 4.83 | 3.54 | 0.03 | 0.64 | 0.04 | 0.68 | 0.17 | 0.04 | 0.21 | 86.42 |
| Vendor | 4 | 65 | 8 | 6.9 | 6.9 | 0.01 | 0.17 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 3.04 |
| Worker | 20 | 65 | 8 | 14.7 | 0 | 0.01 | 0.06 | 0.64 | 0.00 | 0.21 | 0.00 | 0.21 | 0.05 | 0.00 | 0.05 | 5.68 |
| | | | | | **Total =** | **0.21** | **5.06** | **4.30** | **0.03** | **0.87** | **0.04** | **0.91** | **0.23** | **0.04** | **0.27** | **95.14** |
| Concrete | 2023 | | | | | | | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 15 | 0.14 | 3.45 | 2.53 | 0.02 | 0.46 | 0.03 | 0.49 | 0.12 | 0.03 | 0.15 | 0.95 |
| Vendor | 38 | 63 | 8 | 6.9 | 6.9 | 0.07 | 1.62 | 1.19 | 0.01 | 0.22 | 0.01 | 0.23 | 0.06 | 0.01 | 0.07 | 28.04 |
| Worker | 60 | 63 | 8 | 14.7 | 0 | 0.03 | 0.18 | 1.92 | 0.01 | 0.62 | 0.00 | 0.62 | 0.15 | 0.00 | 0.16 | 16.52 |
| | | | | | **Total =** | **0.24** | **5.25** | **5.64** | **0.03** | **1.30** | **0.04** | **1.34** | **0.33** | **0.04** | **0.37** | **45.51** |
| Concrete | 2024 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 6.9 | 0.07 | 1.69 | 1.22 | 0.01 | 0.22 | 0.01 | 0.23 | 0.06 | 0.01 | 0.07 | 60.19 |
| Worker | 60 | 133 | 8 | 14.7 | 0 | 0.04 | 0.19 | 2.06 | 0.01 | 0.62 | 0.00 | 0.62 | 0.15 | 0.00 | 0.16 | 35.88 |
| | | | | | **Total =** | **0.11** | **1.88** | **3.28** | **0.01** | **0.84** | **0.01** | **0.85** | **0.21** | **0.01** | **0.22** | **96.07** |
| Mechanical | 2024 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 6.9 | 0.01 | 0.18 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 6.00 |
| Worker | 20 | 126 | 8 | 14.7 | 0 | 0.01 | 0.06 | 0.69 | 0.00 | 0.21 | 0.00 | 0.21 | 0.05 | 0.00 | 0.05 | 11.33 |
| | | | | | **Total =** | **0.02** | **0.24** | **0.82** | **0.00** | **0.23** | **0.00** | **0.23** | **0.06** | **0.00** | **0.06** | **17.33** |
| Mechanical | 2025 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 6.9 | 0.01 | 0.17 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 2.30 |
| Worker | 20 | 49 | 8 | 14.7 | 0 | 0.01 | 0.06 | 0.64 | 0.00 | 0.21 | 0.00 | 0.21 | 0.05 | 0.00 | 0.05 | 4.28 |
| | | | | | **Total =** | **0.02** | **0.23** | **0.76** | **0.00** | **0.23** | **0.00** | **0.23** | **0.06** | **0.00** | **0.06** | **6.58** |
| Paving/Finishing | 2025 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 6.9 | 0.01 | 0.17 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 4.08 |
| Worker | 8 | 87 | 8 | 14.7 | 0 | 0.00 | 0.02 | 0.26 | 0.00 | 0.08 | 0.00 | 0.08 | 0.02 | 0.00 | 0.02 | 3.04 |
| | | | | | **Total =** | **0.01** | **0.19** | **0.38** | **0.00** | **0.11** | **0.00** | **0.11** | **0.03** | **0.00** | **0.03** | **7.12** |

**LACSD - SJCWRP**
**Running Emissions**

| | | | Running Emissions Factor (grams/mile) | | | | | | Running Emissions Factor (grams/mile) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ROG_RUNEX | NOx_RUNEX | CO_RUNEX | SOx_RUNEX | PM10_RUNEX | PM2.5_RUNEX | CO2_RUNEX | CH4_RUNEX | N2O_RUNEX |
| 2023 | 2023Hauling | Hauling | 0.01437944 | 1.662749972 | 0.51520497 | 0.01390779 | 0.02389452 | 0.02285639 | 1532.44355 | 0.07834145 | 0.24434833 |
| 2023 | 2023Vendor | Vendor | 0.01760775 | 1.192913115 | 0.40524391 | 0.01255696 | 0.0160024 | 0.01530399 | 1355.54323 | 0.04334823 | 0.19105447 |
| 2023 | 2023Worker | Worker | 0.01639808 | 0.071550735 | 0.98587189 | 0.00292026 | 0.00160066 | 0.00147299 | 295.413817 | 0.00395768 | 0.00621482 |
| 2024 | 2024Hauling | Hauling | 0.01506835 | 1.736594392 | 0.53415245 | 0.01416079 | 0.0242504 | 0.02319665 | 1559.36414 | 0.08218565 | 0.24859598 |
| 2024 | 2024Vendor | Vendor | 0.01969384 | 1.266700708 | 0.44120439 | 0.01277308 | 0.01665469 | 0.01592783 | 1377.97499 | 0.04535619 | 0.19361282 |
| 2024 | 2024Worker | Worker | 0.01832772 | 0.079436569 | 1.06108625 | 0.00300255 | 0.00168421 | 0.00155002 | 303.73836 | 0.00437904 | 0.00668737 |
| 2025 | 2025Hauling | Hauling | 0.01437944 | 1.662749972 | 0.51520497 | 0.01390779 | 0.02389452 | 0.02285639 | 1532.44355 | 0.07834145 | 0.24434833 |
| 2025 | 2025Vendor | Vendor | 0.01760775 | 1.192913115 | 0.40524391 | 0.01255696 | 0.0160024 | 0.01530399 | 1355.54323 | 0.04334823 | 0.19105447 |
| 2025 | 2025Worker | Worker | 0.01639808 | 0.071550735 | 0.98587189 | 0.00292026 | 0.00160066 | 0.00147299 | 295.413817 | 0.00395768 | 0.00621482 |
| 0 | GWP | | N/A | N/A | N/A | N/A | N/A | N/A | 1 | 25 | 298 |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Regional Emissions (pounds/day) ROG | NOX | CO | SO2 | PM10 | PM2.5 | Regional Emissions (MT/year) CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 0.02 | 2.57 | 0.80 | 0.02 | 0.04 | 0.04 | 69.73 | 0.09 | 3.31 | 73.13 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.00 | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 2.43 | 0.00 | 0.10 | 2.54 |
| Worker | 20 | 65 | 8 | 14.7 | 0.01 | 0.05 | 0.64 | 0.00 | 0.00 | 0.00 | 5.65 | 0.00 | 0.04 | 5.68 |
| Concrete | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 0.02 | 1.83 | 0.57 | 0.02 | 0.03 | 0.03 | 0.77 | 0.00 | 0.04 | 0.80 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.01 | 0.69 | 0.23 | 0.01 | 0.01 | 0.01 | 22.39 | 0.02 | 0.94 | 23.35 |
| Worker | 60 | 63 | 8 | 14.7 | 0.03 | 0.14 | 1.92 | 0.01 | 0.00 | 0.00 | 16.41 | 0.01 | 0.10 | 16.52 |
| Concrete | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.01 | 0.73 | 0.26 | 0.01 | 0.01 | 0.01 | 48.05 | 0.04 | 2.01 | 50.11 |
| Worker | 60 | 133 | 8 | 14.7 | 0.04 | 0.15 | 2.06 | 0.01 | 0.00 | 0.00 | 35.63 | 0.01 | 0.23 | 35.88 |
| Mechanical | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.00 | 0.08 | 0.03 | 0.00 | 0.00 | 0.00 | 4.79 | 0.00 | 0.20 | 5.00 |
| Worker | 20 | 126 | 8 | 14.7 | 0.01 | 0.05 | 0.69 | 0.00 | 0.00 | 0.00 | 11.25 | 0.00 | 0.07 | 11.33 |
| Mechanical | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.00 | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 1.83 | 0.00 | 0.08 | 1.91 |
| Worker | 20 | 49 | 8 | 14.7 | 0.01 | 0.05 | 0.64 | 0.00 | 0.00 | 0.00 | 4.26 | 0.00 | 0.03 | 4.28 |
| Paving/Finishing | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.00 | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 3.25 | 0.00 | 0.14 | 3.39 |
| Worker | 8 | 87 | 8 | 14.7 | 0.00 | 0.02 | 0.26 | 0.00 | 0.00 | 0.00 | 3.02 | 0.00 | 0.02 | 3.04 |

**LACSD - SJCWRP**
**Mitigated Start Emissions**

| | | | Start Emissions Factor (grams/trip) | |
|---|---|---|---|---|
| | | | ROG_STREX | NOX_STREX |
| 2023 | 2023Hauling | Hauling | 0.000880316 | 2.695280078 |
| 2023 | 2023Vendor | Vendor | 0.076984665 | 2.002911282 |
| 2023 | 2023Worker | Worker | 1.14241787 | 0.277426329 |
| 2024 | 2024Hauling | Hauling | 0.001177904 | 2.678708512 |
| 2024 | 2024Vendor | Vendor | 0.083332265 | 1.993917438 |
| 2024 | 2024Worker | Worker | 1.204441519 | 0.294577037 |
| 2025 | 2025Hauling | Hauling | 0.000880316 | 2.695280078 |
| 2025 | 2025Vendor | Vendor | 0.076984665 | 2.002911282 |
| 2025 | 2025Worker | Worker | 1.14241787 | 0.277426329 |
| | | GWP | | N/A |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Regional Emissions (pounds/day) ROG | NOX |
|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | |
| Total Haul Trips | 1740 | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 0.00 | 0.17 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 20 | 65 | 8 | 14.7 | 0.05 | 0.01 |
| Concrete | 2023 | | | | | |
| Total Haul Trips | 20 | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 0.00 | 0.12 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.01 | 0.17 |
| Worker | 60 | 63 | 8 | 14.7 | 0.15 | 0.04 |
| Concrete | 2024 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.01 | 0.17 |
| Worker | 60 | 133 | 8 | 14.7 | 0.16 | 0.04 |
| Mechanical | 2024 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 20 | 126 | 8 | 14.7 | 0.05 | 0.01 |
| Mechanical | 2025 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 20 | 49 | 8 | 14.7 | 0.05 | 0.01 |
| Paving/Finishing | 2025 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 8 | 87 | 8 | 14.7 | 0.02 | 0.00 |

**LACSD - SJCWRP**

**Idling Emissions**

| | | Idling Emissions Factor (grams/minute) | | | | | | Idling Emissions Factor (grams/minute) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ROG_IDLEX | NOx_IDLEX | CO_IDLEX | SOx_IDLEX | PM10_IDLEX | PM2.5_IDLEX | CO2_IDLEX | CH4_IDLEX | N2O_IDLEX |
| 2023 | 2023Hauling Hauling | 0.18713033 | 2.264749705 | 2.96368499 | 0.00407507 | 0.0012408 | 0.00118447 | 462.784074 | 0.09392132 | 0.07441412 |
| 2023 | 2023Vendor Vendor | 0.10054012 | 1.32766751 | 1.65830264 | 0.00239209 | 0.00094223 | 0.00089998 | 269.94172 | 0.05195541 | 0.04307546 |
| 2023 | 2023Worker Worker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2024 | 2024Hauling Hauling | 0.18846611 | 2.324304615 | 2.97579359 | 0.00417141 | 0.00130215 | 0.00124328 | 472.805795 | 0.09566056 | 0.07598602 |
| 2024 | 2024Vendor Vendor | 0.10149983 | 1.366050224 | 1.66566119 | 0.00244322 | 0.00103748 | 0.00099118 | 275.207401 | 0.05274178 | 0.04388609 |
| 2024 | 2024Worker Worker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025 | 2025Hauling Hauling | 0.18713033 | 2.264749705 | 2.96368499 | 0.00407507 | 0.0012408 | 0.00118447 | 462.784074 | 0.09392132 | 0.07441412 |
| 2025 | 2025Vendor Vendor | 0.10054012 | 1.32766751 | 1.65830264 | 0.00239209 | 0.00094223 | 0.00089998 | 269.94172 | 0.05195541 | 0.04307546 |
| 2025 | 2025Worker Worker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GWP | N/A | N/A | N/A | N/A | N/A | N/A | 1 | 25 | 290 |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | Idling minutes per Day (miles) | Regional Emissions (pounds/day) ROG | NOX | CO | SO2 | PM10 | PM2.5 | Regional Emissions (MT/year) CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | | | | | | |
| Hauling | 28 | 65 | 8 | 15 | 0.17 | 2.10 | 2.74 | 0.00 | 0.00 | 0.00 | 12.63 | 0.06 | 0.59 | 13.29 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.02 | 0.51 |
| Worker | 20 | 65 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Concrete | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 15 | 0.12 | 1.50 | 1.96 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.01 | 0.15 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.06 | 0.77 | 0.96 | 0.00 | 0.00 | 0.00 | 4.46 | 0.02 | 0.21 | 4.69 |
| Worker | 60 | 63 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Concrete | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.06 | 0.79 | 0.96 | 0.00 | 0.00 | 0.00 | 9.60 | 0.05 | 0.44 | 10.09 |
| Worker | 60 | 133 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mechanical | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.04 | 1.01 |
| Worker | 20 | 126 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mechanical | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.02 | 0.38 |
| Worker | 20 | 49 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving/Finishing | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.03 | 0.68 |
| Worker | 8 | 87 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## LACSD - SJCWRP
### Road Dust, Break Wear, and Tire wear Emissions

| | | | Emission Factors (grams/mile) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | PM10 | | | PM2.5 | | |
| | | | RD | PM10_PMBW | PM10_PMTW | RD | PM2.5_PMBW | PM2.5_PMTW |
| 2023 | 2023Hauling | Hauling | 0.29984991 | 0.082193524 | 0.03528459 | 0.07359952 | 0.02876773 | 0.00882115 |
| 2023 | 2023Vendor | Vendor | 0.29984991 | 0.062593489 | 0.02364229 | 0.07359952 | 0.02190772 | 0.00591057 |
| 2023 | 2023Worker | Worker | 0.29984991 | 0.008968156 | 0.008 | 0.07359952 | 0.00313885 | 0.002 |
| 2024 | 2024Hauling | Hauling | 0.29984991 | 0.082315236 | 0.03527902 | 0.07359952 | 0.02881033 | 0.00881975 |
| 2024 | 2024Vendor | Vendor | 0.29984991 | 0.062716793 | 0.02363951 | 0.07359952 | 0.02195088 | 0.00590988 |
| 2024 | 2024Worker | Worker | 0.29984991 | 0.009001983 | 0.008 | 0.07359952 | 0.00315069 | 0.002 |
| 2025 | 2025Hauling | Hauling | 0.29984991 | 0.082193524 | 0.03528459 | 0.07359952 | 0.02876773 | 0.00882115 |
| 2025 | 2025Vendor | Vendor | 0.29984991 | 0.062593489 | 0.02364229 | 0.07359952 | 0.02190772 | 0.00591057 |
| 2025 | 2025Worker | Worker | 0.29984991 | 0.008968156 | 0.008 | 0.07359952 | 0.00313885 | 0.002 |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Regional Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PM10 | | | PM2.5 | | |
| | | | | | RD | BW | TW | RD | BW | TW |
| Grading/Excavation | 2023 | | | | | | | | | |
| Total Haul Trips | 1740 | | | | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| Hauling | 28 | 65 | 8 | 25 | 0.46 | 0.13 | 0.05 | 0.11 | 0.04 | 0.01 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 20 | 65 | 8 | 14.7 | 0.19 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 |
| Concrete | 2023 | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 0.33 | 0.09 | 0.04 | 0.08 | 0.03 | 0.01 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.17 | 0.04 | 0.01 | 0.04 | 0.01 | 0.00 |
| Worker | 60 | 63 | 8 | 14.7 | 0.58 | 0.02 | 0.02 | 0.14 | 0.01 | 0.00 |
| Concrete | 2024 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.17 | 0.04 | 0.01 | 0.04 | 0.01 | 0.00 |
| Worker | 60 | 133 | 8 | 14.7 | 0.58 | 0.02 | 0.02 | 0.14 | 0.01 | 0.00 |
| Mechanical | 2024 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 20 | 126 | 8 | 14.7 | 0.19 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 |
| Mechanical | 2025 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 20 | 49 | 8 | 14.7 | 0.19 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 |
| Paving/Finishing | 2025 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 8 | 87 | 8 | 14.7 | 0.08 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |

# CalEEMod Emissions Output Files

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# LACSD - SJCWRP

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 40.00 | 1000sqft | 0.92 | 40,000.00 | 0 |
| General Light Industry | 40.00 | 1000sqft | 0.92 | 40,000.00 | 0 |
| General Light Industry | 37.90 | 1000sqft | 0.87 | 37,900.00 | 0 |
| Other Asphalt Surfaces | 1.00 | Acre | 1.00 | 43,560.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2024 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 512.97 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

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

Project Characteristics - CO2e

Land Use -

Construction Phase - Provided by client: Grading/Excavation 3 months, Concrete 9 months, Mechanical 9 months, Finishing 4 months.

Off-road Equipment - See Construction Assumptions

Off-road Equipment - See Construction Assumptions

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Mobile Emissions calculated in EMFAC

On-road Fugitive Dust - Mobile emissions calculated on EMFAC

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Grading -

Construction Off-road Equipment Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstDustMitigation | WaterUnpavedRoadMoistureContent | 0 | 0.5 |
| tblConstDustMitigation | WaterUnpavedRoadVehicleSpeed | 0 | 15 |
| tblConstructionPhase | NumDays | 230.00 | 175.00 |
| tblConstructionPhase | NumDays | 8.00 | 65.00 |
| tblConstructionPhase | NumDays | 18.00 | 87.00 |
| tblGrading | MaterialExported | 0.00 | 17,500.00 |
| tblGrading | MaterialImported | 0.00 | 1,832.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 512.97 |
| tblTripsAndVMT | HaulingTripNumber | 2,417.00 | 0.00 |
| tblTripsAndVMT | VendorTripNumber | 26.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 30.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 38.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 68.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 28.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 28.00 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 6.9688 | 65.1508 | 75.9913 | 0.1383 | 7.1162 | 2.9827 | 10.0989 | 3.4298 | 2.8888 | 6.3186 | 0.0000 | 13,180.0874 | 13,180.0874 | 1.9066 | 0.0000 | 13,227.7516 |
| 2024 | 6.9061 | 62.0853 | 83.3418 | 0.1461 | 0.0000 | 2.7424 | 2.7424 | 0.0000 | 2.6687 | 2.6687 | 0.0000 | 13,858.2632 | 13,858.2632 | 1.7564 | 0.0000 | 13,902.1733 |
| 2025 | 4.5541 | 40.2052 | 59.2174 | 0.0990 | 0.0000 | 1.7307 | 1.7307 | 0.0000 | 1.6560 | 1.6560 | 0.0000 | 9,402.7242 | 9,402.7242 | 1.6976 | 0.0000 | 9,445.1647 |
| **Maximum** | **6.9688** | **65.1508** | **83.3418** | **0.1461** | **7.1162** | **2.9827** | **10.0989** | **3.4298** | **2.8888** | **6.3186** | **0.0000** | **13,858.2632** | **13,858.2632** | **1.9066** | **0.0000** | **13,902.1733** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 6.9688 | 65.1508 | 75.9913 | 0.1383 | 2.7753 | 2.9827 | 5.7580 | 1.3376 | 2.8888 | 4.2264 | 0.0000 | 13,180.0874 | 13,180.0874 | 1.9066 | 0.0000 | 13,227.7516 |
| 2024 | 6.9061 | 62.0853 | 83.3418 | 0.1461 | 0.0000 | 2.7424 | 2.7424 | 0.0000 | 2.6687 | 2.6687 | 0.0000 | 13,858.2632 | 13,858.2632 | 1.7564 | 0.0000 | 13,902.1733 |
| 2025 | 4.5541 | 40.2052 | 59.2174 | 0.0990 | 0.0000 | 1.7307 | 1.7307 | 0.0000 | 1.6560 | 1.6560 | 0.0000 | 9,402.7241 | 9,402.7241 | 1.6976 | 0.0000 | 9,445.1647 |
| **Maximum** | **6.9688** | **65.1508** | **83.3418** | **0.1461** | **2.7753** | **2.9827** | **5.7580** | **1.3376** | **2.8888** | **4.2264** | **0.0000** | **13,858.2632** | **13,858.2632** | **1.9066** | **0.0000** | **13,902.1733** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **61.00** | **0.00** | **29.79** | **61.00** | **0.00** | **19.66** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading/Excavation | Grading | 7/1/2023 | 10/1/2023 | 5 | 65 | |
| 2 | Concrete | Trenching | 10/1/2023 | 7/1/2024 | 5 | 196 | |
| 3 | Mechanical | Building Construction | 7/1/2024 | 3/1/2025 | 5 | 175 | |
| 4 | Paving | Paving | 3/1/2025 | 7/1/2025 | 5 | 87 | |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

**Acres of Grading (Grading Phase): 65**

**Acres of Paving: 1**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading/Excavation | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading/Excavation | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading/Excavation | Generator Sets | 2 | 8.00 | 84 | 0.74 |
| Grading/Excavation | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading/Excavation | Pumps | 2 | 8.00 | 84 | 0.74 |
| Grading/Excavation | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Grading/Excavation | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading/Excavation | Skid Steer Loaders | 1 | 8.00 | 65 | 0.37 |
| Grading/Excavation | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Grading/Excavation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Concrete | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Concrete | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Concrete | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Concrete | Cranes | 1 | 8.00 | 231 | 0.29 |
| Concrete | Generator Sets | 5 | 8.00 | 84 | 0.74 |
| Concrete | Pumps | 3 | 8.00 | 84 | 0.74 |
| Concrete | Rough Terrain Forklifts | 2 | 8.00 | 100 | 0.40 |
| Concrete | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Mechanical | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Mechanical | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Mechanical | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Mechanical | Cranes | 1 | 8.00 | 231 | 0.29 |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Mechanical | Generator Sets | 4 | 8.00 | 84 | 0.74 |
| Mechanical | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Mechanical | Pumps | 2 | 8.00 | 84 | 0.74 |
| Mechanical | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Mechanical | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Mechanical | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Mechanical | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Paving | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Paving | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Mechanical | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 12 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Concrete | 15 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Mechanical | 18 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 11 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 11 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Grading/Excavation - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.1162 | 0.0000 | 7.1162 | 3.4298 | 0.0000 | 3.4298 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3621 | 32.3555 | 34.3259 | 0.0641 | | 1.4608 | 1.4608 | | 1.3963 | 1.3963 | | 6,134.8080 | 6,134.8080 | 1.1275 | | 6,162.9945 |
| **Total** | **3.3621** | **32.3555** | **34.3259** | **0.0641** | **7.1162** | **1.4608** | **8.5770** | **3.4298** | **1.3963** | **4.8261** | | **6,134.8080** | **6,134.8080** | **1.1275** | | **6,162.9945** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7753 | 0.0000 | 2.7753 | 1.3376 | 0.0000 | 1.3376 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3621 | 32.3555 | 34.3259 | 0.0641 | | 1.4608 | 1.4608 | | 1.3963 | 1.3963 | 0.0000 | 6,134.8080 | 6,134.8080 | 1.1275 | | 6,162.9945 |
| **Total** | **3.3621** | **32.3555** | **34.3259** | **0.0641** | **2.7753** | **1.4608** | **4.2361** | **1.3376** | **1.3963** | **2.7339** | **0.0000** | **6,134.8080** | **6,134.8080** | **1.1275** | | **6,162.9945** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Concrete - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6067 | 32.7953 | 41.6654 | 0.0742 | | 1.5219 | 1.5219 | | 1.4925 | 1.4925 | | 7,045.2793 | 7,045.2793 | 0.7791 | | 7,064.7571 |
| **Total** | **3.6067** | **32.7953** | **41.6654** | **0.0742** | | **1.5219** | **1.5219** | | **1.4925** | **1.4925** | | **7,045.2793** | **7,045.2793** | **0.7791** | | **7,064.7571** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6067 | 32.7953 | 41.6654 | 0.0742 | | 1.5219 | 1.5219 | | 1.4925 | 1.4925 | 0.0000 | 7,045.2793 | 7,045.2793 | 0.7791 | | 7,064.7571 |
| **Total** | **3.6067** | **32.7953** | **41.6654** | **0.0742** | | **1.5219** | **1.5219** | | **1.4925** | **1.4925** | **0.0000** | **7,045.2793** | **7,045.2793** | **0.7791** | | **7,064.7571** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Concrete - 2024

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3861 | 30.7914 | 41.5637 | 0.0742 | | 1.3361 | 1.3361 | | 1.3093 | 1.3093 | | 7,045.1330 | 7,045.1330 | 0.7635 | | 7,064.2202 |
| **Total** | **3.3861** | **30.7914** | **41.5637** | **0.0742** | | **1.3361** | **1.3361** | | **1.3093** | **1.3093** | | **7,045.1330** | **7,045.1330** | **0.7635** | | **7,064.2202** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3861 | 30.7914 | 41.5637 | 0.0742 | | 1.3361 | 1.3361 | | 1.3093 | 1.3093 | 0.0000 | 7,045.1330 | 7,045.1330 | 0.7635 | | 7,064.2202 |
| **Total** | **3.3861** | **30.7914** | **41.5637** | **0.0742** | | **1.3361** | **1.3361** | | **1.3093** | **1.3093** | **0.0000** | **7,045.1330** | **7,045.1330** | **0.7635** | | **7,064.2202** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Mechanical - 2024

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5200 | 31.2938 | 41.7781 | 0.0719 | | 1.4062 | 1.4062 | | 1.3594 | 1.3594 | | 6,813.1303 | 6,813.1303 | 0.9929 | | 6,837.9530 |
| **Total** | **3.5200** | **31.2938** | **41.7781** | **0.0719** | | **1.4062** | **1.4062** | | **1.3594** | **1.3594** | | **6,813.1303** | **6,813.1303** | **0.9929** | | **6,837.9530** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5200 | 31.2938 | 41.7781 | 0.0719 | | 1.4062 | 1.4062 | | 1.3594 | 1.3594 | 0.0000 | 6,813.1303 | 6,813.1303 | 0.9929 | | 6,837.9530 |
| **Total** | **3.5200** | **31.2938** | **41.7781** | **0.0719** | | **1.4062** | **1.4062** | | **1.3594** | **1.3594** | **0.0000** | **6,813.1303** | **6,813.1303** | **0.9929** | | **6,837.9530** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Mechanical - 2025

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.2850 | 29.1626 | 41.6339 | 0.0719 | | 1.2178 | 1.2178 | | 1.1769 | 1.1769 | | 6,813.2713 | 6,813.2713 | 0.9777 | | 6,837.7133 |
| **Total** | **3.2850** | **29.1626** | **41.6339** | **0.0719** | | **1.2178** | **1.2178** | | **1.1769** | **1.1769** | | **6,813.2713** | **6,813.2713** | **0.9777** | | **6,837.7133** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.2850 | 29.1626 | 41.6339 | 0.0719 | | 1.2178 | 1.2178 | | 1.1769 | 1.1769 | 0.0000 | 6,813.2713 | 6,813.2713 | 0.9777 | | 6,837.7133 |
| **Total** | **3.2850** | **29.1626** | **41.6339** | **0.0719** | | **1.2178** | **1.2178** | | **1.1769** | **1.1769** | **0.0000** | **6,813.2713** | **6,813.2713** | **0.9777** | | **6,837.7133** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2025

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2390 | 11.0426 | 17.5835 | 0.0271 | | 0.5129 | 0.5129 | | 0.4791 | 0.4791 | | 2,589.4529 | 2,589.4529 | 0.7199 | | 2,607.4515 |
| Paving | 0.0301 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.2691** | **11.0426** | **17.5835** | **0.0271** | | **0.5129** | **0.5129** | | **0.4791** | **0.4791** | | **2,589.4529** | **2,589.4529** | **0.7199** | | **2,607.4515** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2390 | 11.0426 | 17.5835 | 0.0271 | | 0.5129 | 0.5129 | | 0.4791 | 0.4791 | 0.0000 | 2,589.4529 | 2,589.4529 | 0.7199 | | 2,607.4515 |
| Paving | 0.0301 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.2691** | **11.0426** | **17.5835** | **0.0271** | | **0.5129** | **0.5129** | | **0.4791** | **0.4791** | **0.0000** | **2,589.4529** | **2,589.4529** | **0.7199** | | **2,607.4515** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# LACSD - SJCWRP

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 40.00 | 1000sqft | 0.92 | 40,000.00 | 0 |
| General Light Industry | 40.00 | 1000sqft | 0.92 | 40,000.00 | 0 |
| General Light Industry | 37.90 | 1000sqft | 0.87 | 37,900.00 | 0 |
| Other Asphalt Surfaces | 1.00 | Acre | 1.00 | 43,560.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2024 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 512.97 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

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

Project Characteristics - CO2e

Land Use -

Construction Phase - Provided by client: Grading/Excavation 3 months, Concrete 9 months, Mechanical 9 months, Finishing 4 months.

Off-road Equipment - See Construction Assumptions

Off-road Equipment - See Construction Assumptions

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Mobile Emissions calculated in EMFAC

On-road Fugitive Dust - Mobile emissions calculated on EMFAC

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Grading -

Construction Off-road Equipment Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstDustMitigation | WaterUnpavedRoadMoistureContent | 0 | 0.5 |
| tblConstDustMitigation | WaterUnpavedRoadVehicleSpeed | 0 | 15 |
| tblConstructionPhase | NumDays | 230.00 | 175.00 |
| tblConstructionPhase | NumDays | 8.00 | 65.00 |
| tblConstructionPhase | NumDays | 18.00 | 87.00 |
| tblGrading | MaterialExported | 0.00 | 17,500.00 |
| tblGrading | MaterialImported | 0.00 | 1,832.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 512.97 |
| tblTripsAndVMT | HaulingTripNumber | 2,417.00 | 0.00 |
| tblTripsAndVMT | VendorTripNumber | 26.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 30.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 38.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 68.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 28.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 28.00 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 6.9688 | 65.1508 | 75.9913 | 0.1383 | 7.1162 | 2.9827 | 10.0989 | 3.4298 | 2.8888 | 6.3186 | 0.0000 | 13,180.0874 | 13,180.0874 | 1.9066 | 0.0000 | 13,227.7516 |
| 2024 | 6.9061 | 62.0853 | 83.3418 | 0.1461 | 0.0000 | 2.7424 | 2.7424 | 0.0000 | 2.6687 | 2.6687 | 0.0000 | 13,858.2632 | 13,858.2632 | 1.7564 | 0.0000 | 13,902.1733 |
| 2025 | 4.5541 | 40.2052 | 59.2174 | 0.0990 | 0.0000 | 1.7307 | 1.7307 | 0.0000 | 1.6560 | 1.6560 | 0.0000 | 9,402.7242 | 9,402.7242 | 1.6976 | 0.0000 | 9,445.1647 |
| **Maximum** | **6.9688** | **65.1508** | **83.3418** | **0.1461** | **7.1162** | **2.9827** | **10.0989** | **3.4298** | **2.8888** | **6.3186** | **0.0000** | **13,858.2632** | **13,858.2632** | **1.9066** | **0.0000** | **13,902.1733** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 6.9688 | 65.1508 | 75.9913 | 0.1383 | 2.7753 | 2.9827 | 5.7580 | 1.3376 | 2.8888 | 4.2264 | 0.0000 | 13,180.0874 | 13,180.0874 | 1.9066 | 0.0000 | 13,227.7516 |
| 2024 | 6.9061 | 62.0853 | 83.3418 | 0.1461 | 0.0000 | 2.7424 | 2.7424 | 0.0000 | 2.6687 | 2.6687 | 0.0000 | 13,858.2632 | 13,858.2632 | 1.7564 | 0.0000 | 13,902.1733 |
| 2025 | 4.5541 | 40.2052 | 59.2174 | 0.0990 | 0.0000 | 1.7307 | 1.7307 | 0.0000 | 1.6560 | 1.6560 | 0.0000 | 9,402.7241 | 9,402.7241 | 1.6976 | 0.0000 | 9,445.1647 |
| **Maximum** | **6.9688** | **65.1508** | **83.3418** | **0.1461** | **2.7753** | **2.9827** | **5.7580** | **1.3376** | **2.8888** | **4.2264** | **0.0000** | **13,858.2632** | **13,858.2632** | **1.9066** | **0.0000** | **13,902.1733** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **61.00** | **0.00** | **29.79** | **61.00** | **0.00** | **19.66** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading/Excavation | Grading | 7/1/2023 | 10/1/2023 | 5 | 65 | |
| 2 | Concrete | Trenching | 10/1/2023 | 7/1/2024 | 5 | 196 | |
| 3 | Mechanical | Building Construction | 7/1/2024 | 3/1/2025 | 5 | 175 | |
| 4 | Paving | Paving | 3/1/2025 | 7/1/2025 | 5 | 87 | |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

**Acres of Grading (Grading Phase): 65**

**Acres of Paving: 1**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading/Excavation | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading/Excavation | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading/Excavation | Generator Sets | 2 | 8.00 | 84 | 0.74 |
| Grading/Excavation | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading/Excavation | Pumps | 2 | 8.00 | 84 | 0.74 |
| Grading/Excavation | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Grading/Excavation | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading/Excavation | Skid Steer Loaders | 1 | 8.00 | 65 | 0.37 |
| Grading/Excavation | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Grading/Excavation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Concrete | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Concrete | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Concrete | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Concrete | Cranes | 1 | 8.00 | 231 | 0.29 |
| Concrete | Generator Sets | 5 | 8.00 | 84 | 0.74 |
| Concrete | Pumps | 3 | 8.00 | 84 | 0.74 |
| Concrete | Rough Terrain Forklifts | 2 | 8.00 | 100 | 0.40 |
| Concrete | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Mechanical | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Mechanical | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Mechanical | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Mechanical | Cranes | 1 | 8.00 | 231 | 0.29 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Mechanical | Generator Sets | 4 | 8.00 | 84 | 0.74 |
| Mechanical | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Mechanical | Pumps | 2 | 8.00 | 84 | 0.74 |
| Mechanical | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Mechanical | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Mechanical | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Mechanical | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Paving | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Paving | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Mechanical | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 12 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Concrete | 15 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Mechanical | 18 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 11 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 11 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Grading/Excavation - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 7.1162 | 0.0000 | 7.1162 | 3.4298 | 0.0000 | 3.4298 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3621 | 32.3555 | 34.3259 | 0.0641 | | 1.4608 | 1.4608 | | 1.3963 | 1.3963 | | 6,134.8080 | 6,134.8080 | 1.1275 | | 6,162.9945 |
| **Total** | **3.3621** | **32.3555** | **34.3259** | **0.0641** | **7.1162** | **1.4608** | **8.5770** | **3.4298** | **1.3963** | **4.8261** | | **6,134.8080** | **6,134.8080** | **1.1275** | | **6,162.9945** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7753 | 0.0000 | 2.7753 | 1.3376 | 0.0000 | 1.3376 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.3621 | 32.3555 | 34.3259 | 0.0641 | | 1.4608 | 1.4608 | | 1.3963 | 1.3963 | 0.0000 | 6,134.8080 | 6,134.8080 | 1.1275 | | 6,162.9945 |
| **Total** | **3.3621** | **32.3555** | **34.3259** | **0.0641** | **2.7753** | **1.4608** | **4.2361** | **1.3376** | **1.3963** | **2.7339** | **0.0000** | **6,134.8080** | **6,134.8080** | **1.1275** | | **6,162.9945** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Concrete - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6067 | 32.7953 | 41.6654 | 0.0742 | | 1.5219 | 1.5219 | | 1.4925 | 1.4925 | | 7,045.2793 | 7,045.2793 | 0.7791 | | 7,064.7571 |
| **Total** | **3.6067** | **32.7953** | **41.6654** | **0.0742** | | **1.5219** | **1.5219** | | **1.4925** | **1.4925** | | **7,045.2793** | **7,045.2793** | **0.7791** | | **7,064.7571** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6067 | 32.7953 | 41.6654 | 0.0742 | | 1.5219 | 1.5219 | | 1.4925 | 1.4925 | 0.0000 | 7,045.2793 | 7,045.2793 | 0.7791 | | 7,064.7571 |
| **Total** | **3.6067** | **32.7953** | **41.6654** | **0.0742** | | **1.5219** | **1.5219** | | **1.4925** | **1.4925** | **0.0000** | **7,045.2793** | **7,045.2793** | **0.7791** | | **7,064.7571** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Concrete - 2024

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3861 | 30.7914 | 41.5637 | 0.0742 | | 1.3361 | 1.3361 | | 1.3093 | 1.3093 | | 7,045.1330 | 7,045.1330 | 0.7635 | | 7,064.2202 |
| **Total** | **3.3861** | **30.7914** | **41.5637** | **0.0742** | | **1.3361** | **1.3361** | | **1.3093** | **1.3093** | | **7,045.1330** | **7,045.1330** | **0.7635** | | **7,064.2202** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3861 | 30.7914 | 41.5637 | 0.0742 | | 1.3361 | 1.3361 | | 1.3093 | 1.3093 | 0.0000 | 7,045.1330 | 7,045.1330 | 0.7635 | | 7,064.2202 |
| **Total** | **3.3861** | **30.7914** | **41.5637** | **0.0742** | | **1.3361** | **1.3361** | | **1.3093** | **1.3093** | **0.0000** | **7,045.1330** | **7,045.1330** | **0.7635** | | **7,064.2202** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Mechanical - 2024

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5200 | 31.2938 | 41.7781 | 0.0719 | | 1.4062 | 1.4062 | | 1.3594 | 1.3594 | | 6,813.1303 | 6,813.1303 | 0.9929 | | 6,837.9530 |
| **Total** | **3.5200** | **31.2938** | **41.7781** | **0.0719** | | **1.4062** | **1.4062** | | **1.3594** | **1.3594** | | **6,813.1303** | **6,813.1303** | **0.9929** | | **6,837.9530** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.5200 | 31.2938 | 41.7781 | 0.0719 | | 1.4062 | 1.4062 | | 1.3594 | 1.3594 | 0.0000 | 6,813.1303 | 6,813.1303 | 0.9929 | | 6,837.9530 |
| **Total** | **3.5200** | **31.2938** | **41.7781** | **0.0719** | | **1.4062** | **1.4062** | | **1.3594** | **1.3594** | **0.0000** | **6,813.1303** | **6,813.1303** | **0.9929** | | **6,837.9530** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Mechanical - 2025

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.2850 | 29.1626 | 41.6339 | 0.0719 | | 1.2178 | 1.2178 | | 1.1769 | 1.1769 | | 6,813.2713 | 6,813.2713 | 0.9777 | | 6,837.7133 |
| **Total** | **3.2850** | **29.1626** | **41.6339** | **0.0719** | | **1.2178** | **1.2178** | | **1.1769** | **1.1769** | | **6,813.2713** | **6,813.2713** | **0.9777** | | **6,837.7133** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.2850 | 29.1626 | 41.6339 | 0.0719 | | 1.2178 | 1.2178 | | 1.1769 | 1.1769 | 0.0000 | 6,813.2713 | 6,813.2713 | 0.9777 | | 6,837.7133 |
| **Total** | **3.2850** | **29.1626** | **41.6339** | **0.0719** | | **1.2178** | **1.2178** | | **1.1769** | **1.1769** | **0.0000** | **6,813.2713** | **6,813.2713** | **0.9777** | | **6,837.7133** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2025

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2390 | 11.0426 | 17.5835 | 0.0271 | | 0.5129 | 0.5129 | | 0.4791 | 0.4791 | | 2,589.4529 | 2,589.4529 | 0.7199 | | 2,607.4515 |
| Paving | 0.0301 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.2691** | **11.0426** | **17.5835** | **0.0271** | | **0.5129** | **0.5129** | | **0.4791** | **0.4791** | | **2,589.4529** | **2,589.4529** | **0.7199** | | **2,607.4515** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2390 | 11.0426 | 17.5835 | 0.0271 | | 0.5129 | 0.5129 | | 0.4791 | 0.4791 | 0.0000 | 2,589.4529 | 2,589.4529 | 0.7199 | | 2,607.4515 |
| Paving | 0.0301 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.2691** | **11.0426** | **17.5835** | **0.0271** | | **0.5129** | **0.5129** | | **0.4791** | **0.4791** | **0.0000** | **2,589.4529** | **2,589.4529** | **0.7199** | | **2,607.4515** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

# Appendix B
## Biological Resources

ESA

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE **RareFind**

**Query Summary:**
Quad IS (Baldwin Park (3411718) OR El Monte (3411811) OR Los Angeles (3411812) OR Azusa (3411728) OR Mt. Wilson (3411821) OR Pasadena (3411822) OR La Habra (3311788) OR South Gate (3311882))

Print Close

**CNDDB Element Query Results**

| Scientific Name | Common Name | Taxonomic Group | Element Code | Total Occs | Returned Occs | Federal Status | State Status | Global Rank | State Rank | CA Rare Plant Rank | Other Status | Habitats |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Accipiter cooperii | Cooper's hawk | Birds | ABNKC12040 | 118 | 1 | None | None | G5 | S4 | null | CDFW_WL-Watch List, IUCN_LC-Least Concern | Cismontane woodland, Riparian forest, Riparian woodland, Upper montane coniferous forest |
| Aimophila ruficeps canescens | southern California rufous-crowned sparrow | Birds | ABPBX91091 | 235 | 1 | None | None | G5T3 | S3 | null | CDFW_WL-Watch List | Chaparral, Coastal scrub |
| Ammodramus savannarum | grasshopper sparrow | Birds | ABPBXA0020 | 27 | 1 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern | Valley & foothill grassland |
| Anaxyrus californicus | arroyo toad | Amphibians | AAABB01230 | 139 | 1 | Endangered | None | G2G3 | S2S3 | null | CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered | Desert wash, Riparian scrub, Riparian woodland, South coast flowing waters, South coast standing waters |
| Anniella stebbinsi | Southern California legless lizard | Reptiles | ARACC01060 | 426 | 33 | None | None | G3 | S3 | null | CDFW_SSC-Species of Special Concern, USFS_S-Sensitive | Broadleaved upland forest, Chaparral, Coastal dunes, Coastal scrub |
| Antrozous pallidus | pallid bat | Mammals | AMACC10010 | 420 | 6 | None | None | G4 | S3 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority | Chaparral, Coastal scrub, Desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Riparian woodland, Sonoran desert scrub, Upper montane coniferous forest, Valley & foothill grassland |
| Arctostaphylos glandulosa ssp. gabrielensis | San Gabriel manzanita | Dicots | PDERI042P0 | 35 | 2 | None | None | G5T3 | S3 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral |
| Arizona elegans occidentalis | California glossy snake | Reptiles | ARADB01017 | 260 | 1 | None | None | G5T2 | S2 | null | CDFW_SSC-Species of Special Concern | null |
| Aspidoscelis tigris stejnegeri | coastal whiptail | Reptiles | ARACJ02143 | 148 | 6 | None | None | G5T5 | S3 | null | CDFW_SSC-Species of Special Concern | null |
| Astragalus brauntonii | Braunton's milk-vetch | Dicots | PDFAB0F1G0 | 57 | 4 | Endangered | None | G2 | S2 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden | Chaparral, Coastal scrub, Limestone, Valley & foothill grassland |
| Athene cunicularia | burrowing owl | Birds | ABNSB10010 | 2011 | 2 | None | None | G4 | S3 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern | Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | Valley & foothill grassland |
| Atriplex parishii | Parish's brittlescale | Dicots | PDCHE041D0 | 15 | 1 | None | None | G1G2 | S1 | 1B.1 | SB_CRES-San Diego Zoo CRES Native Gene Seed Bank, USFS_S-Sensitive | Alkali playa, Chenopod scrub, Meadow & seep, Vernal pool, Wetland |
| Atriplex serenana var. davidsonii | Davidson's saltscale | Dicots | PDCHE041T1 | 26 | 1 | None | None | G5T1 | S1 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | Coastal bluff scrub, Coastal scrub |
| Berberis nevinii | Nevin's barberry | Dicots | PDBER060A0 | 32 | 3 | Endangered | Endangered | G1 | S1 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden | Chaparral, Cismontane woodland, Coastal scrub, Riparian scrub |
| Bombus crotchii | Crotch bumble bee | Insects | IIHYM24480 | 437 | 16 | None | None | G3G4 | S1S2 | null | null | null |
| Buteo swainsoni | Swainson's hawk | Birds | ABNKC19070 | 2541 | 1 | None | Threatened | G5 | S3 | null | BLM_S-Sensitive, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern | Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland |
| California Walnut Woodland | California Walnut Woodland | Woodland | CTT71210CA | 76 | 6 | None | None | G2 | S2.1 | null | null | Cismontane woodland |
| Calochortus clavatus var. gracilis | slender mariposa-lily | Monocots | PMLIL0D096 | 143 | 8 | None | None | G4T2T3 | S2S3 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral, Coastal scrub, Valley & foothill grassland |
| Calochortus plummerae | Plummer's mariposa-lily | Monocots | PMLIL0D150 | 230 | 25 | None | None | G4 | S4 | 4.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley & foothill grassland |
| Calochortus weedii var. intermedius | intermediate mariposa-lily | Monocots | PMLIL0D1J1 | 197 | 4 | None | None | G3G4T2 | S3 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral, Coastal scrub, Valley & foothill grassland |
| Campylorhynchus brunneicapillus sandiegensis | coastal cactus wren | Birds | ABPBG02095 | 156 | 2 | None | None | G5T3Q | S3 | null | CDFW_SSC-Species of Special Concern, USFS_S-Sensitive, USFWS_BCC-Birds of Conservation Concern | Coastal scrub |
| Canyon Live Oak Ravine Forest | Canyon Live Oak Ravine Forest | Riparian | CTT61350CA | 50 | 7 | None | None | G3 | S3.3 | null | null | Riparian forest |
| Catostomus santaanae | Santa Ana sucker | Fish | AFCJC02190 | 28 | 2 | Threatened | None | G1 | S1 | null | AFS_TH-Threatened, IUCN_VU-Vulnerable | Aquatic, South coast flowing waters |
| Centromadia parryi ssp. australis | southern tarplant | Dicots | PDAST4R0P4 | 94 | 6 | None | None | G3T2 | S2 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_CRES-San Diego Zoo CRES Native Gene Seed Bank, SB_SBBG-Santa Barbara Botanic Garden | Marsh & swamp, Salt marsh, Valley & foothill grassland, Vernal pool, Wetland |
| Centromadia pungens ssp. laevis | smooth tarplant | Dicots | PDAST4R0R4 | 137 | 1 | None | None | G3G4T2 | S2 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | Alkali playa, Chenopod scrub, Meadow & seep, Riparian woodland, Valley & foothill grassland, Wetland |
| Chorizanthe parryi var. parryi | Parry's spineflower | Dicots | PDPGN040J2 | 150 | 4 | None | None | G3T2 | S2 | 1B.1 | BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral, Cismontane woodland, Coastal scrub, Valley & foothill grassland |
| Cladium californicum | California saw-grass | Monocots | PMCYP04010 | 15 | 1 | None | None | G4 | S2 | 2B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic | Alkali marsh, Freshwater |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Garden, USFS_S-Sensitive | marsh, Meadow & seep, Wetland |
| Coccyzus americanus occidentalis | western yellow-billed cuckoo | Birds | ABNRB02022 | 165 | 2 | Threatened | Endangered | G5T2T3 | S1 | null | BLM_S-Sensitive, NABCI_RWL-Red Watch List, USFS_S-Sensitive, USFWS_BCC-Birds of Conservation Concern | Riparian forest |
| Corynorhinus townsendii | Townsend's big-eared bat | Mammals | AMACC08010 | 635 | 1 | None | None | G4 | S2 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority | Broadleaved upland forest, Chaparral, Chenopod scrub, Great Basin grassland, Great Basin scrub, Joshua tree woodland, Lower montane coniferous forest, Meadow & seep, Mojavean desert scrub, Riparian forest, Riparian woodland, Sonoran desert scrub, Sonoran thorn woodland, Upper montane coniferous forest, Valley & foothill grassland |
| Cuscuta obtusiflora var. glandulosa | Peruvian dodder | Dicots | PDCUS01111 | 6 | 1 | None | None | G5T4? | SH | 2B.2 | null | Marsh & swamp, Wetland |
| Cypseloides niger | black swift | Birds | ABNUA01010 | 46 | 1 | None | None | G4 | S2 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, NABCI_YWL-Yellow Watch List, USFWS_BCC-Birds of Conservation Concern | null |
| Dodecahema leptoceras | slender-horned spineflower | Dicots | PDPGN0V010 | 42 | 6 | Endangered | Endangered | G1 | S1 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | Chaparral, Cismontane woodland, Coastal scrub |
| Dudleya cymosa ssp. crebrifolia | San Gabriel River dudleya | Dicots | PDCRA040A8 | 6 | 5 | None | None | G5T2 | S2 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral |
| Dudleya densiflora | San Gabriel Mountains dudleya | Dicots | PDCRA040B0 | 9 | 7 | None | None | G2 | S2 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Riparian forest |
| Dudleya multicaulis | many-stemmed dudleya | Dicots | PDCRA040H0 | 154 | 2 | None | None | G2 | S2 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral, Coastal scrub, Valley & foothill grassland |
| Empidonax traillii extimus | southwestern willow flycatcher | Birds | ABPAE33043 | 70 | 3 | Endangered | Endangered | G5T2 | S1 | null | NABCI_RWL-Red Watch List | Riparian woodland |
| Emys marmorata | western pond turtle | Reptiles | ARAAD02030 | 1404 | 9 | None | None | G3G4 | S3 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive | Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland |
| Eumops perotis | western | Mammals | AMACD02011 | 296 | 12 | None | None | G4G5T4 | S3S4 | null | BLM_S-Sensitive, | Chaparral, |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| californicus | mastiff bat | | | | | | | | | | CDFW_SSC-Species of Special Concern, WBWG_H-High Priority | Cismontane woodland, Coastal scrub, Valley & foothill grassland |
| Falco peregrinus anatum | American peregrine falcon | Birds | ABNKD06071 | 58 | 1 | Delisted | Delisted | G4T4 | S3S4 | null | CDF_S-Sensitive, CDFW_FP-Fully Protected, USFWS_BCC-Birds of Conservation Concern | null |
| Galium grande | San Gabriel bedstraw | Dicots | PDRUB0N0V0 | 9 | 9 | None | None | G1 | S1 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Broadleaved upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest |
| Gila orcuttii | arroyo chub | Fish | AFCJB13120 | 49 | 4 | None | None | G2 | S2 | null | AFS_VU-Vulnerable, CDFW_SSC-Species of Special Concern, USFS_S-Sensitive | Aquatic, South coast flowing waters |
| Glyptostoma gabrielense | San Gabriel chestnut | Mollusks | IMGASB1010 | 24 | 19 | None | None | G2 | S2 | null | null | null |
| Gonidea angulata | western ridged mussel | Mollusks | IMBIV19010 | 157 | 1 | None | None | G3 | S1S2 | null | null | Aquatic |
| Helianthus nuttallii ssp. parishii | Los Angeles sunflower | Dicots | PDAST4N102 | 7 | 2 | None | None | G5TX | SX | 1A | null | Freshwater marsh, Marsh & swamp, Salt marsh, Wetland |
| Horkelia cuneata var. puberula | mesa horkelia | Dicots | PDROS0W045 | 103 | 15 | None | None | G4T1 | S1 | 1B.1 | USFS_S-Sensitive | Chaparral, Cismontane woodland, Coastal scrub |
| Icteria virens | yellow-breasted chat | Birds | ABPBX24010 | 100 | 3 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern | Riparian forest, Riparian scrub, Riparian woodland |
| Imperata brevifolia | California satintail | Monocots | PMPOA3D020 | 32 | 1 | None | None | G4 | S3 | 2B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden, USFS_S-Sensitive | Chaparral, Coastal scrub, Meadow & seep, Mojavean desert scrub, Riparian scrub, Wetland |
| Lasionycteris noctivagans | silver-haired bat | Mammals | AMACC02010 | 139 | 1 | None | None | G3G4 | S3S4 | null | IUCN_LC-Least Concern, WBWG_M-Medium Priority | Lower montane coniferous forest, Oldgrowth, Riparian forest |
| Lasiurus blossevillii | western red bat | Mammals | AMACC05060 | 128 | 1 | None | None | G4 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, WBWG_H-High Priority | Cismontane woodland, Lower montane coniferous forest, Riparian forest, Riparian woodland |
| Lasiurus cinereus | hoary bat | Mammals | AMACC05030 | 238 | 7 | None | None | G3G4 | S4 | null | IUCN_LC-Least Concern, WBWG_M-Medium Priority | Broadleaved upland forest, Cismontane woodland, Lower montane coniferous forest, North coast coniferous forest |
| Lasiurus xanthinus | western yellow bat | Mammals | AMACC05070 | 58 | 2 | None | None | G4G5 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, WBWG_H-High Priority | Desert wash |
| Lasthenia glabrata ssp. coulteri | Coulter's goldfields | Dicots | PDAST5L0A1 | 111 | 2 | None | None | G4T2 | S2 | 1B.1 | BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden | Alkali playa, Marsh & swamp, Salt marsh, Vernal pool, Wetland |
| Lepidium virginicum var. robinsonii | Robinson's pepper-grass | Dicots | PDBRA1M114 | 142 | 5 | None | None | G5T3 | S3 | 4.3 | null | Chaparral, Coastal scrub |
| Lepus californicus bennettii | San Diego black-tailed jackrabbit | Mammals | AMAEB03051 | 103 | 1 | None | None | G5T3T4 | S3S4 | null | CDFW_SSC-Species of Special Concern | Coastal scrub |
| Linanthus | San Gabriel | Dicots | PDPLM090D0 | 43 | 1 | None | None | G2 | S2 | 1B.2 | SB_CalBG/RSABG- | Chaparral, |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| concinnus | linanthus | | | | | | | | | | California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Lower montane coniferous forest, Upper montane coniferous forest |
| Muhlenbergia californica | California muhly | Monocots | PMPOA480A0 | 5 | 1 | None | None | G4 | S4 | 4.3 | null | Chaparral, Coastal scrub, Lower montane coniferous forest, Meadow & seep |
| Navarretia prostrata | prostrate vernal pool navarretia | Dicots | PDPLM0C0Q0 | 61 | 3 | None | None | G2 | S2 | 1B.2 | null | Coastal scrub, Meadow & seep, Valley & foothill grassland, Vernal pool, Wetland |
| Nyctinomops femorosaccus | pocketed free-tailed bat | Mammals | AMACD04010 | 90 | 2 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, WBWG_M-Medium Priority | Joshua tree woodland, Pinon & juniper woodlands, Riparian scrub, Sonoran desert scrub |
| Nyctinomops macrotis | big free-tailed bat | Mammals | AMACD04020 | 32 | 2 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, WBWG_MH-Medium-High Priority | null |
| Onychomys torridus ramona | southern grasshopper mouse | Mammals | AMAFF06022 | 28 | 1 | None | None | G5T3 | S3 | null | CDFW_SSC-Species of Special Concern | Chenopod scrub |
| Open Engelmann Oak Woodland | Open Engelmann Oak Woodland | Woodland | CTT71181CA | 2 | 2 | None | None | G2 | S2.2 | null | null | Cismontane woodland |
| Orcuttia californica | California Orcutt grass | Monocots | PMPOA4G010 | 39 | 1 | Endangered | Endangered | G1 | S1 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_CRES-San Diego Zoo CRES Native Gene Seed Bank | Vernal pool, Wetland |
| Orobanche valida ssp. valida | Rock Creek broomrape | Dicots | PDORO040G2 | 12 | 1 | None | None | G4T2 | S2 | 1B.2 | USFS_S-Sensitive | Chaparral, Pinon & juniper woodlands |
| Ovis canadensis nelsoni | desert bighorn sheep | Mammals | AMALE04013 | 46 | 1 | None | None | G4T4 | S3 | null | BLM_S-Sensitive, CDFW_FP-Fully Protected, USFS_S-Sensitive | Alpine, Alpine dwarf scrub, Chaparral, Chenopod scrub, Great Basin scrub, Mojavean desert scrub, Montane dwarf scrub, Pinon & juniper woodlands, Riparian woodland, Sonoran desert scrub |
| Palaeoxenus dohrni | Dohrn's elegant eucnemid beetle | Insects | IICOL5K010 | 3 | 1 | None | None | G3? | S3? | null | null | null |
| Phacelia stellaris | Brand's star phacelia | Dicots | PDHYD0C510 | 15 | 2 | None | None | G1 | S1 | 1B.1 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | Coastal dunes, Coastal scrub |
| Phrynosoma blainvillii | coast horned lizard | Reptiles | ARACF12100 | 784 | 15 | None | None | G3G4 | S3S4 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern | Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland |
| Polioptila californica californica | coastal California gnatcatcher | Birds | ABPBJ08081 | 1087 | 41 | Threatened | None | G4G5T3Q | S2 | null | CDFW_SSC-Species of Special Concern, NABCI_YWL-Yellow Watch List | Coastal bluff scrub, Coastal scrub |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pseudognaphalium leucocephalum | white rabbit-tobacco | Dicots | PDAST440C0 | 62 | 4 | None | None | G4 | S2 | 2B.2 | null | Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland |
| Rana boylii | foothill yellow-legged frog | Amphibians | AAABH01050 | 2476 | 1 | None | Endangered | G3 | S3 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened, USFS_S-Sensitive | Aquatic, Chaparral, Cismontane woodland, Coastal scrub, Klamath/North coast flowing waters, Lower montane coniferous forest, Meadow & seep, Riparian forest, Riparian woodland, Sacramento/San Joaquin flowing waters |
| Rana muscosa | southern mountain yellow-legged frog | Amphibians | AAABH01330 | 186 | 9 | Endangered | Endangered | G1 | S1 | null | CDFW_WL-Watch List, IUCN_EN-Endangered, USFS_S-Sensitive | Aquatic |
| Rhinichthys osculus ssp. 8 | Santa Ana speckled dace | Fish | AFCJB3705K | 13 | 2 | None | None | G5T1 | S1 | null | AFS_TH-Threatened, CDFW_SSC-Species of Special Concern, USFS_S-Sensitive | Aquatic, South coast flowing waters |
| Ribes divaricatum var. parishii | Parish's gooseberry | Dicots | PDGRO020F3 | 5 | 4 | None | None | G5TX | SX | 1A | null | Riparian woodland |
| Riparia riparia | bank swallow | Birds | ABPAU08010 | 298 | 2 | None | Threatened | G5 | S2 | null | BLM_S-Sensitive, IUCN_LC-Least Concern | Riparian scrub, Riparian woodland |
| Riversidian Alluvial Fan Sage Scrub | Riversidian Alluvial Fan Sage Scrub | Scrub | CTT32720CA | 30 | 5 | None | None | G1 | S1.1 | null | null | Coastal scrub |
| Scutellaria bolanderi ssp. austromontana | southern mountains skullcap | Dicots | PDLAM1U0A1 | 43 | 1 | None | None | G4T3 | S3 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive | Chaparral, Cismontane woodland, Lower montane coniferous forest |
| Sidalcea neomexicana | salt spring checkerbloom | Dicots | PDMAL110J0 | 30 | 2 | None | None | G4 | S2 | 2B.2 | USFS_S-Sensitive | Alkali playa, Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Wetland |
| Southern California Arroyo Chub/Santa Ana Sucker Stream | Southern California Arroyo Chub/Santa Ana Sucker Stream | Inland Waters | CARE2330CA | 4 | 1 | None | None | GNR | SNR | null | null | null |
| Southern Coast Live Oak Riparian Forest | Southern Coast Live Oak Riparian Forest | Riparian | CTT61310CA | 246 | 22 | None | None | G4 | S4 | null | null | Riparian forest |
| Southern Sycamore Alder Riparian Woodland | Southern Sycamore Alder Riparian Woodland | Riparian | CTT62400CA | 230 | 22 | None | None | G4 | S4 | null | null | Riparian woodland |
| Spea hammondii | western spadefoot | Amphibians | AAABF02020 | 1422 | 9 | None | None | G2G3 | S3 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened | Cismontane woodland, Coastal scrub, Valley & foothill grassland, Vernal pool, Wetland |
| Symphyotrichum defoliatum | San Bernardino aster | Dicots | PDASTE80C0 | 102 | 2 | None | None | G2 | S2 | 1B.2 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_CRES-San Diego Zoo CRES Native Gene Seed Bank, USFS_S-Sensitive | Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Valley & foothill grassland |
| Symphyotrichum greatae | Greata's aster | Dicots | PDASTE80U0 | 56 | 13 | None | None | G2 | S2 | 1B.3 | SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | Broadleaved upland forest, Chaparral, Cismontane |

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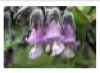
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | woodland, Lower montane coniferous forest, Riparian woodland |
| Taricha torosa | Coast Range newt | Amphibians | AAAAF02032 | 88 | 6 | None | None | G4 | S4 | null | CDFW_SSC-Species of Special Concern | null |
| Taxidea taxus | American badger | Mammals | AMAJF04010 | 594 | 3 | None | None | G5 | S3 | null | CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern | Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, Ione formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert scrub, Montane dwarf scrub, North coast coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland |
| Thamnophis hammondii | two-striped gartersnake | Reptiles | ARADB36160 | 184 | 6 | None | None | G4 | S3S4 | null | BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive | Marsh & swamp, Riparian scrub, Riparian woodland, Wetland |
| Thelypteris puberula var. sonorensis | Sonoran maiden fern | Ferns | PPTHE05192 | 27 | 8 | None | None | G5T3 | S2 | 2B.2 | USFS_S-Sensitive | Meadow & seep, Wetland |
| Vireo bellii pusillus | least Bell's vireo | Birds | ABPBW01114 | 503 | 21 | Endangered | Endangered | G5T2 | S2 | null | IUCN_NT-Near Threatened, NABCI_YWL-Yellow Watch List | Riparian forest, Riparian scrub, Riparian woodland |
| Walnut Forest | Walnut Forest | Forest | CTT81600CA | 6 | 2 | None | None | G1 | S1.1 | null | null | Broadleaved upland forest |

## Search Results

26 matches found. Click on scientific name for details

Search Criteria: CRPR is one of [1A:1B:2A:2B:3:4] , G Rank is one of [G1:G2:G3], S Rank is one of [S1:S2:S3], 9-Quad include [3411718:3411811:3411812:3411728:3411821:3411822:3311788:3311882:3311881], Lifeform is one of [tree:herb:shrub:vine:leaf:stem], Duration is one of [ann:per:ephem], Bloom Month is one of [jan:feb:mar:apr:may:jun:jul:aug:sep:oct:nov:dec]

| ▲ SCIENTIFIC NAME | COMMON NAME | FAMILY | LIFEFORM | BLOOMING PERIOD | FED LIST | STATE LIST | GLOBAL RANK | STATE RANK | CA RARE PLANT RANK | PHOTO |
|---|---|---|---|---|---|---|---|---|---|---|
| *Astragalus brauntonii* | Braunton's milk-vetch | Fabaceae | perennial herb | Jan-Aug | FE | None | G2 | S2 | 1B.1 | No Photo Available |
| *Atriplex parishii* | Parish's brittlescale | Chenopodiaceae | annual herb | Jun-Oct | None | None | G1G2 | S1 | 1B.1 | No Photo Available |
| *Berberis nevinii* | Nevin's barberry | Berberidaceae | perennial evergreen shrub | (Feb)Mar-Jun | FE | CE | G1 | S1 | 1B.1 | No Photo Available |
| *Calochortus catalinae* | Catalina mariposa lily | Liliaceae | perennial bulbiferous herb | (Feb)Mar-Jun | None | None | G3G4 | S3S4 | 4.2 | No Photo Available |
| *Calochortus weedii* var. *intermedius* | intermediate mariposa-lily | Liliaceae | perennial bulbiferous herb | May-Jul | None | None | G3G4T2 | S3 | 1B.2 | No Photo Available |
| *Calystegia felix* | lucky morning-glory | Convolvulaceae | annual rhizomatous herb | Mar-Sep | None | None | G1Q | S1 | 1B.1 | No Photo Available |
| *Centromadia parryi* ssp. *australis* | southern tarplant | Asteraceae | annual herb | May-Nov | None | None | G3T2 | S2 | 1B.1 | No Photo Available |
| *Centromadia pungens* ssp. *laevis* | smooth tarplant | Asteraceae | annual herb | Apr-Sep | None | None | G3G4T2 | S2 | 1B.1 | No Photo Available |
| *Chorizanthe parryi* var. *parryi* | Parry's spineflower | Polygonaceae | annual herb | Apr-Jun | None | None | G3T2 | S2 | 1B.1 | No Photo Available |
| *Clinopodium mimuloides* | monkey-flower savory | Lamiaceae | perennial herb | Jun-Oct | None | None | G3 | S3 | 4.2 | No Photo Available |
| *Dodecahema leptoceras* | slender-horned spineflower | Polygonaceae | annual herb | Apr-Jun | FE | CE | G1 | S1 | 1B.1 | No Photo Available |
| *Dudleya densiflora* | San Gabriel Mountains dudleya | Crassulaceae | perennial herb | Mar-Jul | None | None | G2 | S2 | 1B.1 | No Photo Available |
| *Dudleya multicaulis* | many- | Crassulaceae | perennial herb | Apr-Jul | None | None | G2 | S2 | 1B.2 | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | stemmed dudleya | | | | | | | | | No Photo Available |
| *Galium grande* | San Gabriel bedstraw | Rubiaceae | perennial deciduous shrub | Jan-Jul | None | None | G1 | S1 | 1B.2 |  © Lauramay Dempster and CNPS |
| *Galium jepsonii* | Jepson's bedstraw | Rubiaceae | perennial rhizomatous herb | Jul-Aug | None | None | G3 | S3 | 4.3 |  © 2015 Keir Morse |
| *Heuchera caespitosa* | urn-flowered alumroot | Saxifragaceae | perennial rhizomatous herb | May-Aug | None | None | G3 | S3 | 4.3 |  © 2015 Keir Morse |
| *Hordeum intercedens* | vernal barley | Poaceae | annual herb | Mar-Jun | None | None | G3G4 | S3S4 | 3.2 | No Photo Available |
| *Lepechinia fragrans* | fragrant pitcher sage | Lamiaceae | perennial shrub | Mar-Oct | None | None | G3 | S3 | 4.2 |  © 2014 Debra L. Cook |
| *Linanthus concinnus* | San Gabriel linanthus | Polemoniaceae | annual herb | Apr-Jul | None | None | G2 | S2 | 1B.2 |  © 2019 RT Hawke |
| *Navarretia prostrata* | prostrate vernal pool navarretia | Polemoniaceae | annual herb | Apr-Jul | None | None | G2 | S2 | 1B.2 | No Photo Available |
| *Orcuttia californica* | California Orcutt grass | Poaceae | annual herb | Apr-Aug | FE | CE | G1 | S1 | 1B.1 | No Photo Available |
| *Phacelia stellaris* | Brand's star phacelia | Hydrophyllaceae | annual herb | Mar-Jun | None | None | G1 | S1 | 1B.1 | No Photo Available |
| *Quercus engelmannii* | Engelmann oak | Fagaceae | perennial deciduous tree | Mar-Jun | None | None | G3 | S3 | 4.2 | No Photo Available |
| *Senecio astephanus* | San Gabriel ragwort | Asteraceae | perennial herb | May-Jul | None | None | G3 | S3 | 4.3 | No Photo Available |
| *Symphyotrichum defoliatum* | San Bernardino aster | Asteraceae | perennial rhizomatous herb | Jul-Nov | None | None | G2 | S2 | 1B.2 | No Photo Available |
| *Symphyotrichum greatae* | Greata's aster | Asteraceae | perennial rhizomatous herb | Jun-Oct | None | None | G2 | S2 | 1B.3 | No Photo Available |

Showing 1 to 26 of 26 entries

**Suggested Citation:**

California Native Plant Society, Rare Plant Program. 2022. Rare Plant Inventory (online edition, v9-01 1.5). Website https://www.rareplants.cnps.org [accessed 31 March 2022].

# IPaC resource list

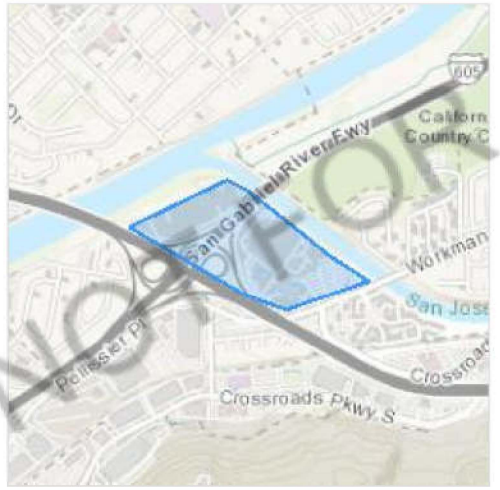
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.



## Location

Los Angeles County, California




## Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.



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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Birds

| NAME | STATUS |
|---|---|
| **Coastal California Gnatcatcher** *Polioptila californica californica*<br>Wherever found<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>https://ecos.fws.gov/ecp/species/8178 | Threatened |
| **Least Bell's Vireo** *Vireo bellii pusillus*<br>Wherever found<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>https://ecos.fws.gov/ecp/species/5945 | Endangered |

## Insects

| NAME | STATUS |
|---|---|
| **Monarch Butterfly** *Danaus plexippus*<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/9743 | Candidate |

## Flowering Plants

| NAME | STATUS |
|---|---|
| **Nevin's Barberry** *Berberis nevinii*<br>Wherever found<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>https://ecos.fws.gov/ecp/species/8025 | Endangered |



## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.



| NAME | BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.) |
|---|---|

Allen's Hummingbird Selasphorus sasin — Breeds Feb 1 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9637

Bald Eagle Haliaeetus leucocephalus — Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1626

California Thrasher Toxostoma redivivum — Breeds Jan 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Clark's Grebe Aechmophorus clarkii — Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/2084

Golden Eagle Aquila chrysaetos — Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1680

Lawrence's Goldfinch Carduelis lawrencei — Breeds Mar 20 to Sep 20

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9464

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

| | |
|---|---|
| **Olive-sided Flycatcher** *Contopus cooperi*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3914 | Breeds May 20 to Aug 31 |
| **Tricolored Blackbird** *Agelaius tricolor*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3910 | Breeds Mar 15 to Aug 10 |
| **Wrentit** *Chamaea fasciata*<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Mar 15 to Aug 10 |

# Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

**Probability of Presence (■)**

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

**Breeding Season** (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort** (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

**No Data** (–)
A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

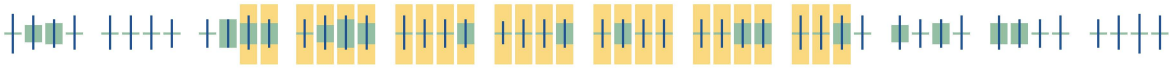
California Thrasher BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Clark's Grebe BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Common Yellowthroat BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

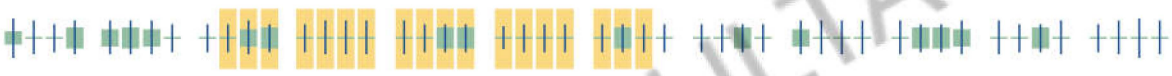
Golden Eagle Non-BCC Vulnerable (This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.)

Lawrence's Goldfinch BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

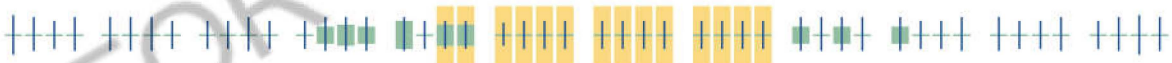


Nuttall's Woodpecker BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Oak Titmouse BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Olive-sided Flycatcher BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Tricolored Blackbird BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Wrentit BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds

guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

**What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid

or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

# Facilities

## National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

## Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

## Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

**Data limitations**

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

**Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

**Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

# Appendix C
## Energy

ESA

# Construction Energy

**LACSD - SJCWRP**
**Construction Energy Analysis**

**Annual Fuel Summary**

| | |
|---|---|
| | **Heavy-Duty Construction Equipment** |
| 143,210 | Total Project Consumption |
| 71,605 | Annual Consumption |
| | **Haul Trucks** |
| 7,712 | Total Project Consumption |
| 3,856 | Annual Consumption |
| | **Vendor Trucks** |
| 8,406 | Total Project Consumption |
| 4,203 | Annual Consumption |
| | **Workers** |
| 9,608 | Total Project Consumption |
| 4,804 | Annual Consumption |
| 16,118 | Project Consumption of diesel for Haul Trucks and Vendors |
| 8,059 | Annual Consumption |
| 159,328 | Total Gallons Diesel |
| 9,608 | Total Gallons Gasoline |

2.0 Estimated Project Construction Duration (years)

79,664 Annual Average Gallons Diesel
4,804 Annual Average Gallons Gasoline

| Los Angeles County | | | Percent of Annual Project Compared to Los Angeles County |
|---|---|---|---|
| **Source** | **Fuel Type** | **Gallons** | |
| Workers | Gasoline | 2,770,000,000 | 0.0002% |
| Off-Road/Vendor/Haul Trucks | Diesel | 610,204,082 | 0.013% |

Notes:

1 Gasoline and diesel amounts from CEC, 2020. Available: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting

**Annual Electricity Summary**

| | | |
|---|---|---|
| Temporary Construction Trailer - Electricity | 19,863 | kWh/year |
| Water Conveyance for Dust Control | 1,598 | kWh/year |
| **Total** | **21,461** | **kWh/year** |

85,399,000,000 Total SCE, 2020[2]
0.00003% Project percentage of SCE

Notes:

2 Southern California Edison, 2021 Annual Report, page 2. https://s3.amazonaws.com/cms.ipressroom.com/405/files/202210/2021-eix-sce-annual-report.pdf

**LACSD - SJCWRP**
**Construction Energy Analysis**

**Off-Road Equipment**

| | | |
|---|---|---|
| **Equipment ≤ 100 hp** | | |
| pounds diesel fuel/hp-hr (lb/hp-hr):[1] | 0.408 | lb/hp-hr |
| diesel density (lb/gal):[1] | 7.11 | lb/gal |
| diesel gallons/hp-hr: | 0.0574 | gal/hp-hr |
| Total <100 | 2,146,407 | hp-hr |
| Total diesel gallons: | 123,188 | gal |
| | | |
| **Equipment > 100 hp** | | |
| pounds diesel fuel/hp-hr (lb/hp-hr):[1] | 0.367 | lb/hp-hr |
| diesel density (lb/gal):[1] | 7.11 | lb/gal |
| diesel gallons/hp-hr: | 0.0516 | gal/hp-hr |
| Total >100 | 387,820 | hp-hr |
| Total diesel gallons: | 20,021 | gal |
| | | |
| **Total diesel gallons (off-road equipment):** | **143,210** | **gal** |

1. OFFROAD2017 Emission Factor Documentation

| Construction Phase | Equipment | Number | Hours/Day | HP | Load | Days | Total hp-hr |
|---|---|---|---|---|---|---|---|
| Grading/Excavation | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 | 65 | 30,748 |
| Grading/Excavation | Excavators | 1 | 8 | 158 | 0.38 | 65 | 31,221 |
| Grading/Excavation | Generator Sets | 2 | 8 | 84 | 0.74 | 65 | 64,646 |
| Grading/Excavation | Graders | 1 | 8 | 187 | 0.41 | 65 | 39,868 |
| Grading/Excavation | Pumps | 2 | 8 | 84 | 0.74 | 65 | 64,646 |
| Grading/Excavation | Rough Terrain Forklifts | 1 | 8 | 100 | 0.4 | 65 | 20,800 |
| Grading/Excavation | Rubber Tired Dozers | 1 | 8 | 247 | 0.4 | 65 | 51,376 |
| Grading/Excavation | Skid Steer Loaders | 1 | 8 | 65 | 0.37 | 65 | 12,506 |
| Grading/Excavation | Sweepers/Scrubbers | 1 | 8 | 64 | 0.46 | 65 | 15,309 |
| Grading/Excavation | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 | 65 | 18,663 |
| Concrete | Aerial Lifts | 1 | 8 | 63 | 0.31 | 196 | 30,623 |
| Concrete | Air Compressors | 1 | 8 | 78 | 0.48 | 196 | 58,706 |
| Concrete | Cement and Mortar Mixers | 1 | 8 | 9 | 0.56 | 196 | 7,903 |
| Concrete | Cranes | 1 | 8 | 231 | 0.29 | 196 | 105,040 |
| Concrete | Generator Sets | 5 | 8 | 84 | 0.74 | 196 | 487,334 |
| Concrete | Pumps | 3 | 8 | 84 | 0.74 | 196 | 292,401 |
| Concrete | Rough Terrain Forklifts | 2 | 8 | 100 | 0.4 | 196 | 125,440 |
| Concrete | Sweepers/Scrubbers | 1 | 8 | 64 | 0.46 | 196 | 46,162 |
| Mechanical | Aerial Lifts | 1 | 8 | 63 | 0.31 | 175 | 27,342 |
| Mechanical | Air Compressors | 1 | 8 | 78 | 0.48 | 175 | 52,416 |
| Mechanical | Cement and Mortar Mixers | 1 | 8 | 9 | 0.56 | 175 | 7,056 |
| Mechanical | Cranes | 1 | 8 | 231 | 0.29 | 175 | 93,786 |
| Mechanical | Generator Sets | 4 | 8 | 84 | 0.74 | 175 | 348,096 |
| Mechanical | Paving Equipment | 1 | 8 | 132 | 0.36 | 175 | 66,528 |
| Mechanical | Pumps | 2 | 8 | 84 | 0.74 | 175 | 174,048 |
| Mechanical | Rough Terrain Forklifts | 1 | 8 | 100 | 0.4 | 175 | 56,000 |
| Mechanical | Sweepers/Scrubbers | 1 | 8 | 64 | 0.46 | 175 | 41,216 |
| Mechanical | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 | 175 | 50,246 |
| Mechanical | Welders | 1 | 8 | 46 | 0.45 | 175 | 28,980 |
| Paving | Aerial Lifts | 1 | 8 | 63 | 0.31 | 87 | 13,593 |
| Paving | Air Compressors | 1 | 8 | 78 | 0.48 | 87 | 26,058 |
| Paving | Sweepers/Scrubbers | 1 | 8 | 64 | 0.46 | 87 | 20,490 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8 | 97 | 0.37 | 87 | 24,979 |
| | | | | | | **Total >100** | 387,820 |
| | | | | | | **Total <100** | 2,146,407 |

**LACSD - SJCWRP**

**Total On-Road Fuel Consumption**

| | | gal/mile |
|---|---|---|
| 2023Hauling | Hauling | 0.16765003 |
| 2023Vendor | Vendor | 0.13998726 |
| 2023Worker | Worker | 0.03854242 |
| 2024Hauling | Hauling | 0.1656907 |
| 2024Vendor | Vendor | 0.13888166 |
| 2024Worker | Worker | 0.03771161 |
| 2025Hauling | Hauling | 0.16346378 |
| 2025Vendor | Vendor | 0.13752209 |
| 2025Worker | Worker | 0.0368976 |

**LACSD - SJCWRP**

**Total On-Road Fuel Consumption**

| Source | Fuel Type | Total Fuel Use (gal) |
|---|---|---|
| Hauling | Diesel | 7,712 |
| Vendor | Diesel | 8,406 |
| Worker | Gasoline | 9,608 |

| Fuel Type | Total Fuel Use | Annual Fuel Use |
|---|---|---|
| Diesel | 16,118 | 8,048 |
| Gasoline | 9,608 | 4,797 |

| Duration of Construction | |
|---|---|
| Start | 7/1/2023 |
| End | 7/1/2025 |
| 2.0 | years |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Idling per Day (minutes) | gal/mile | gal/min | Regional Emissions (gallons) gal/day | Total Gallons/yr |
|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 15 | 0.17 | 0.00E+00 | 117 | 7,628 |
| Vendor | 4 | 65 | 8 | 6.9 | 6.9 | 0.14 | 0.00E+00 | 4 | 251 |
| Worker | 20 | 65 | 8 | 14.7 | 0 | 0.04 | 0.00E+00 | 11 | 737 |
| Concrete | 2023 | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 15 | 0.17 | 0.00E+00 | 84 | 84 |
| Vendor | 38 | 63 | 8 | 6.9 | 6.9 | 0.14 | 0.00E+00 | 37 | 2,312 |
| Worker | 60 | 63 | 8 | 14.7 | 0 | 0.04 | 0.00E+00 | 34 | 2,142 |
| Concrete | 2024 | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 15 | 0.17 | 0.00E+00 | 0 | 0 |
| Vendor | 38 | 133 | 8 | 6.9 | 6.9 | 0.14 | 0.00E+00 | 36 | 4,843 |
| Worker | 60 | 133 | 8 | 14.7 | 0 | 0.04 | 0.00E+00 | 33 | 4,424 |
| Mechanical | 2024 | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 15 | 0.17 | 0.00E+00 | 0 | 0 |
| Vendor | 4 | 126 | 8 | 6.9 | 6.9 | 0.14 | 0.00E+00 | 4 | 483 |
| Worker | 20 | 126 | 8 | 14.7 | 0 | 0.04 | 0.00E+00 | 11 | 1,397 |
| Mechanical | 2025 | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 15 | 0.16 | 0.00E+00 | 0 | 0 |
| Vendor | 4 | 49 | 8 | 6.9 | 6.9 | 0.14 | 0.00E+00 | 4 | 186 |
| Worker | 20 | 49 | 8 | 14.7 | 0 | 0.04 | 0.00E+00 | 11 | 532 |
| Paving/Finishing | 2025 | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 15 | 0.16 | 0.00E+00 | 0 | 0 |
| Vendor | 4 | 87 | 8 | 6.9 | 6.9 | 0.14 | 0.00E+00 | 4 | 330 |
| Worker | 8 | 87 | 8 | 14.7 | 0 | 0.04 | 0.00E+00 | 4 | 378 |

**LACSD - SJCWRP**
**Construction GHG Analysis**

| Temporary Construction Trailer - Electricity | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Land Use** | **Square Feet** | **Energy Use per year (kWh)** | **Estimated Project Construction Duration (years)** | **Total Energy Use (kWh)** | **Construction Office GHG Emissions Total** | **Electricity Emission Factor** | **Electricity Emission Factor** |
| General Office | 1,000 | 12,500 | 2.0 | 25,000 | 4.46 | **(MT CO2e/MWh)** | **(lbs CO2e/MWh)** |
| Note: CalEEMod 2020.4.0 used to estimate energy use for temporary construction office | | | | | | 0.18 | 393.00 |

**LACSD - SJCWRP**
**Construction Energy**

**Construction Water Energy Estimates**

| Source | Acreage/Day | Number of Days | Total Construction Water Use (Mgal) | Electricity Demand from Water Conveyance (MWh) | Annual Electricity Demand from Water Conveyance (MWh) |
|---|---|---|---|---|---|
| Grading | 1.0 | 65 | 0.195 | 2.5 | 1.3 |
| **Total** | | | **0.195** | **2.5** | **1.3** |

| CalEEMod Water Electricity Factors | Electricity Intensity Factor To Supply (kWh/Mgal) | Electricity Intensity Factor To Treat (kWh/Mgal) | Electricity Intensity Factor To Distribute (kWh/Mgal) | Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal) |
|---|---|---|---|---|
| | 9727 | 111 | 1272 | 1911 |

| Construction Water GHG | Electricity Emission (MT CO2e/MWh) | Electricity Emission (lbs CO2e/MWh) |
|---|---|---|
| 0.45 | 0.18 | 393.00 |

Sources and Assumptions:

CalEEMod Appendix A, Pg. 8, based on given piece of equipment can pass over in an 8-hour workday

-Electricity Intensity Factors - California Emissions Estimator Model (CalEEMod).

-Estimated construction water use assumed to be generally equivalent to landscape irrigation, based on a factor of 20.94 gallons per year per square foot of landscaped area within the Los Angeles area (Mediterranean climate), which assumes high water demand landscaping materials and an irrigation system efficiency of 85%. Factor is therefore (20.94 GAL/SF/year) x (43,560 SF/acre) / (365 days/year) / (0.85) = 2,940 gallons/acre/day, rounded up to 3,000 gallons/acre/day. (U.S. Department of Energy, Energy Efficiency & Renewable Energy, Federal Energy Management Program. “Guidelines for Estimating Unmetered Landscaping Water Use." July 2010. Page 12, Table 4 - Annual Irrigation Factor – Landscaped Areas with High Water Requirements).

# Operational Energy

**LACSD - SJCWRP**
**Operational Electricity GHG**

| | | |
|---|---|---|
| Small Mechanical | 5 | hp |
| | 0.7457 | 1 hp to kw |
| | 24 | hours/day |
| | 365 | days/year |
| | 32,662 | kWh/year |
| Chopper Pump | 50 | hp |
| | 0.7457 | 1 hp to kw |
| | 24 | hours/day |
| | 365 | days/year |
| | 326,617 | kWh/year |
| Annual Electricity Demand | 359,278 | kWh/year |
| | 359.28 | MWh/year |
| GHG Emissions Factor | 393.00 | lbs CO2e/MWh |
| | 0.1783 | MT CO2e/MWh |
| GHG Emissions | 64 | MT CO2e/year |

# Appendix D
## Greenhouse Gas Emissions

ESA

# Emissions Summary

## LACSD - SJCWRP

**Construction Annual GHG**

| | Metric Tons/Year | | | |
|---|---|---|---|---|
| **Phase/Year** | **On-Road Mobile Sources** | **Construction Equipment** | **Water + Construction Office** | **Total** |
| | | | | |
| 3.2 Grading/Excavation - 2023 | 95 | 182 | 1 | 277 |
| 3.3 Concrete - 2023 | 46 | 208 | 1 | 254 |
| 3.3 Concrete - 2024 | 96 | 420 | 1 | 517 |
| 3.4 Mechanical - 2024 | 17 | 409 | 1 | 428 |
| 3.4 Mechanical - 2025 | 7 | 133 | 0 | 140 |
| 3.5 Paving - 2025 | 7 | 103 | 1 | 111 |
| | | | | |
| **Total** | **268** | **1,455** | **5** | **1,728** |
| **Amortized - 30 years** | **9** | **49** | **0** | **58** |

**LACSD - SJCWRP**
**Construction GHG Analysis**

| Temporary Construction Trailer - Electricity | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Land Use** | **Square Feet** | **Energy Use per year (kWh)** | **Estimated Project Construction Duration (years)** | **Total Energy Use (kWh)** | **Construction Office GHG Emissions Total** | **Electricity Emission Factor** | **Electricity Emission Factor** |
| General Office | 1,000 | 12,500 | 2.0 | 25,000 | 4.46 | **(MT CO2e/MWh)** | **(lbs CO2e/MWh)** |
| Note: CalEEMod 2020.4.0 used to estimate energy use for temporary construction office | | | | | | 0.18 | 393.00 |

**LACSD - SJCWRP**
**Construction Energy**

**Construction Water Energy Estimates**

| Source | Acreage/Day | Number of Days | Total Construction Water Use (Mgal) | Electricity Demand from Water Conveyance (MWh) | Annual Electricity Demand from Water Conveyance (MWh) |
|---|---|---|---|---|---|
| Grading | 1.0 | 65 | 0.195 | 2.5 | 1.3 |
| **Total** | | | **0.195** | **2.5** | **1.3** |

| CalEEMod Water Electricity Factors | Electricity Intensity Factor To Supply (kWh/Mgal) | Electricity Intensity Factor To Treat (kWh/Mgal) | Electricity Intensity Factor To Distribute (kWh/Mgal) | Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal) |
|---|---|---|---|---|
| | 9727 | 111 | 1272 | 1911 |

| Construction Water GHG | Electricity Emission (MT CO2e/MWh) | Electricity Emission (lbs CO2e/MWh) |
|---|---|---|
| 0.45 | 0.18 | 393.00 |

Sources and Assumptions:

CalEEMod Appendix A, Pg. 8, based on given piece of equipment can pass over in an 8-hour workday

-Electricity Intensity Factors - California Emissions Estimator Model (CalEEMod).

-Estimated construction water use assumed to be generally equivalent to landscape irrigation, based on a factor of 20.94 gallons per year per square foot of landscaped area within the Los Angeles area (Mediterranean climate), which assumes high water demand landscaping materials and an irrigation system efficiency of 85%. Factor is therefore (20.94 GAL/SF/year) x (43,560 SF/acre) / (365 days/year) / (0.85) = 2,940 gallons/acre/day, rounded up to 3,000 gallons/acre/day. (U.S. Department of Energy, Energy Efficiency & Renewable Energy, Federal Energy Management Program. “Guidelines for Estimating Unmetered Landscaping Water Use." July 2010. Page 12, Table 4 - Annual Irrigation Factor – Landscaped Areas with High Water Requirements).

**LACSD - SJCWRP**
**Operational Electricity GHG**

| | | |
|---|---|---|
| Small Mechanical | 5 | hp |
| | 0.7457 | 1 hp to kw |
| | 24 | hours/day |
| | 365 | days/year |
| | 32,662 | kWh/year |
| Chopper Pump | 50 | hp |
| | 0.7457 | 1 hp to kw |
| | 24 | hours/day |
| | 365 | days/year |
| | 326,617 | kWh/year |
| Annual Electricity Demand | 359,278 | kWh/year |
| | 359.28 | MWh/year |
| GHG Emissions Factor | 393.00 | lbs CO2e/MWh |
| | 0.1783 | MT CO2e/MWh |
| GHG Emissions | 64 | MT CO2e/year |

# Mobile Source Emissions Calculations

**LACSD - SJCWRP**
**Total Emissions**

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Idling per Day (minutes) | Regional Emissions (pounds/day) ROG | NOX | CO | SO2 | PM10 Dust | PM10 Exh | Total PM10 | PM2.5 Dust | PM2.5 Exh | Total PM2.5 | (MT/yr) Total CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | | | | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 15 | 0.20 | 4.83 | 3.54 | 0.03 | 0.64 | 0.04 | 0.68 | 0.17 | 0.04 | 0.21 | 86.42 |
| Vendor | 4 | 65 | 8 | 6.9 | 6.9 | 0.01 | 0.17 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 3.04 |
| Worker | 20 | 65 | 8 | 14.7 | 0 | 0.01 | 0.06 | 0.64 | 0.00 | 0.21 | 0.00 | 0.21 | 0.05 | 0.00 | 0.05 | 5.68 |
| | | | | | **Total =** | **0.21** | **5.06** | **4.30** | **0.03** | **0.87** | **0.04** | **0.91** | **0.23** | **0.04** | **0.27** | **95.14** |
| Concrete | 2023 | | | | | | | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 15 | 0.14 | 3.45 | 2.53 | 0.02 | 0.46 | 0.03 | 0.49 | 0.12 | 0.03 | 0.15 | 0.95 |
| Vendor | 38 | 63 | 8 | 6.9 | 6.9 | 0.07 | 1.62 | 1.19 | 0.01 | 0.22 | 0.01 | 0.23 | 0.06 | 0.01 | 0.07 | 28.04 |
| Worker | 60 | 63 | 8 | 14.7 | 0 | 0.03 | 0.18 | 1.92 | 0.01 | 0.62 | 0.00 | 0.62 | 0.15 | 0.00 | 0.16 | 16.52 |
| | | | | | **Total =** | **0.24** | **5.25** | **5.64** | **0.03** | **1.30** | **0.04** | **1.34** | **0.33** | **0.04** | **0.37** | **45.51** |
| Concrete | 2024 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 6.9 | 0.07 | 1.69 | 1.22 | 0.01 | 0.22 | 0.01 | 0.23 | 0.06 | 0.01 | 0.07 | 60.19 |
| Worker | 60 | 133 | 8 | 14.7 | 0 | 0.04 | 0.19 | 2.06 | 0.01 | 0.62 | 0.00 | 0.62 | 0.15 | 0.00 | 0.16 | 35.88 |
| | | | | | **Total =** | **0.11** | **1.88** | **3.28** | **0.01** | **0.84** | **0.01** | **0.85** | **0.21** | **0.01** | **0.22** | **96.07** |
| Mechanical | 2024 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 6.9 | 0.01 | 0.18 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 6.00 |
| Worker | 20 | 126 | 8 | 14.7 | 0 | 0.01 | 0.06 | 0.69 | 0.00 | 0.21 | 0.00 | 0.21 | 0.05 | 0.00 | 0.05 | 11.33 |
| | | | | | **Total =** | **0.02** | **0.24** | **0.82** | **0.00** | **0.23** | **0.00** | **0.23** | **0.06** | **0.00** | **0.06** | **17.33** |
| Mechanical | 2025 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 6.9 | 0.01 | 0.17 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 2.30 |
| Worker | 20 | 49 | 8 | 14.7 | 0 | 0.01 | 0.06 | 0.64 | 0.00 | 0.21 | 0.00 | 0.21 | 0.05 | 0.00 | 0.05 | 4.28 |
| | | | | | **Total =** | **0.02** | **0.23** | **0.76** | **0.00** | **0.23** | **0.00** | **0.23** | **0.06** | **0.00** | **0.06** | **6.58** |
| Paving/Finishing | 2025 | | | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 6.9 | 0.01 | 0.17 | 0.13 | 0.00 | 0.02 | 0.00 | 0.02 | 0.01 | 0.00 | 0.01 | 4.08 |
| Worker | 8 | 87 | 8 | 14.7 | 0 | 0.00 | 0.02 | 0.26 | 0.00 | 0.08 | 0.00 | 0.08 | 0.02 | 0.00 | 0.02 | 3.04 |
| | | | | | **Total =** | **0.01** | **0.19** | **0.38** | **0.00** | **0.11** | **0.00** | **0.11** | **0.03** | **0.00** | **0.03** | **7.12** |

**LACSD - SJCWRP**
**Running Emissions**

| | | | Running Emissions Factor (grams/mile) | | | | | | Running Emissions Factor (grams/mile) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ROG_RUNEX | NOx_RUNEX | CO_RUNEX | SOx_RUNEX | PM10_RUNEX | PM2.5_RUNEX | CO2_RUNEX | CH4_RUNEX | N2O_RUNEX |
| 2023 | 2023Hauling | Hauling | 0.01437944 | 1.662749972 | 0.51520497 | 0.01390779 | 0.02389452 | 0.02285639 | 1532.44355 | 0.07834145 | 0.24434833 |
| 2023 | 2023Vendor | Vendor | 0.01760775 | 1.192913115 | 0.40524391 | 0.01255696 | 0.0160024 | 0.01530399 | 1355.54323 | 0.04334823 | 0.19105447 |
| 2023 | 2023Worker | Worker | 0.01639808 | 0.071550735 | 0.98587189 | 0.00292026 | 0.00160066 | 0.00147299 | 295.413817 | 0.00395768 | 0.00621482 |
| 2024 | 2024Hauling | Hauling | 0.01506835 | 1.736594392 | 0.53415245 | 0.01416079 | 0.0242504 | 0.02319665 | 1559.36414 | 0.08218565 | 0.24859598 |
| 2024 | 2024Vendor | Vendor | 0.01969384 | 1.266700708 | 0.44120439 | 0.01277308 | 0.01665469 | 0.01592783 | 1377.97499 | 0.04535619 | 0.19361282 |
| 2024 | 2024Worker | Worker | 0.01832772 | 0.079436569 | 1.06108625 | 0.00300255 | 0.00168421 | 0.00155002 | 303.73836 | 0.00437904 | 0.00668737 |
| 2025 | 2025Hauling | Hauling | 0.01437944 | 1.662749972 | 0.51520497 | 0.01390779 | 0.02389452 | 0.02285639 | 1532.44355 | 0.07834145 | 0.24434833 |
| 2025 | 2025Vendor | Vendor | 0.01760775 | 1.192913115 | 0.40524391 | 0.01255696 | 0.0160024 | 0.01530399 | 1355.54323 | 0.04334823 | 0.19105447 |
| 2025 | 2025Worker | Worker | 0.01639808 | 0.071550735 | 0.98587189 | 0.00292026 | 0.00160066 | 0.00147299 | 295.413817 | 0.00395768 | 0.00621482 |
| 0 | GWP | | N/A | N/A | N/A | N/A | N/A | N/A | 1 | 25 | 298 |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Regional Emissions (pounds/day) ROG | NOX | CO | SO2 | PM10 | PM2.5 | Regional Emissions (MT/year) CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 0.02 | 2.57 | 0.80 | 0.02 | 0.04 | 0.04 | 69.73 | 0.09 | 3.31 | 73.13 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.00 | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 2.43 | 0.00 | 0.10 | 2.54 |
| Worker | 20 | 65 | 8 | 14.7 | 0.01 | 0.05 | 0.64 | 0.00 | 0.00 | 0.00 | 5.65 | 0.00 | 0.04 | 5.68 |
| Concrete | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 0.02 | 1.83 | 0.57 | 0.02 | 0.03 | 0.03 | 0.77 | 0.00 | 0.04 | 0.80 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.01 | 0.69 | 0.23 | 0.01 | 0.01 | 0.01 | 22.39 | 0.02 | 0.94 | 23.35 |
| Worker | 60 | 63 | 8 | 14.7 | 0.03 | 0.14 | 1.92 | 0.01 | 0.00 | 0.00 | 16.41 | 0.01 | 0.10 | 16.52 |
| Concrete | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.01 | 0.73 | 0.26 | 0.01 | 0.01 | 0.01 | 48.05 | 0.04 | 2.01 | 50.11 |
| Worker | 60 | 133 | 8 | 14.7 | 0.04 | 0.15 | 2.06 | 0.01 | 0.00 | 0.00 | 35.63 | 0.01 | 0.23 | 35.88 |
| Mechanical | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.00 | 0.08 | 0.03 | 0.00 | 0.00 | 0.00 | 4.79 | 0.00 | 0.20 | 5.00 |
| Worker | 20 | 126 | 8 | 14.7 | 0.01 | 0.05 | 0.69 | 0.00 | 0.00 | 0.00 | 11.25 | 0.00 | 0.07 | 11.33 |
| Mechanical | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.00 | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 1.83 | 0.00 | 0.08 | 1.91 |
| Worker | 20 | 49 | 8 | 14.7 | 0.01 | 0.05 | 0.64 | 0.00 | 0.00 | 0.00 | 4.26 | 0.00 | 0.03 | 4.28 |
| Paving/Finishing | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.00 | 0.07 | 0.02 | 0.00 | 0.00 | 0.00 | 3.25 | 0.00 | 0.14 | 3.39 |
| Worker | 8 | 87 | 8 | 14.7 | 0.00 | 0.02 | 0.26 | 0.00 | 0.00 | 0.00 | 3.02 | 0.00 | 0.02 | 3.04 |

**LACSD - SJCWRP**
**Mitigated Start Emissions**

| | | | Start Emissions Factor (grams/trip) | |
|---|---|---|---|---|
| | | | ROG_STREX | NOX_STREX |
| 2023 | 2023Hauling | Hauling | 0.000880316 | 2.695280078 |
| 2023 | 2023Vendor | Vendor | 0.076984665 | 2.002911282 |
| 2023 | 2023Worker | Worker | 1.14241787 | 0.277426329 |
| 2024 | 2024Hauling | Hauling | 0.001177904 | 2.678708512 |
| 2024 | 2024Vendor | Vendor | 0.083332265 | 1.993917438 |
| 2024 | 2024Worker | Worker | 1.204441519 | 0.294577037 |
| 2025 | 2025Hauling | Hauling | 0.000880316 | 2.695280078 |
| 2025 | 2025Vendor | Vendor | 0.076984665 | 2.002911282 |
| 2025 | 2025Worker | Worker | 1.14241787 | 0.277426329 |
| | | GWP | | N/A |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Regional Emissions (pounds/day) ROG | NOX |
|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | |
| Total Haul Trips | 1740 | | | | | |
| Hauling | 28 | 65 | 8 | 25 | 0.00 | 0.17 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 20 | 65 | 8 | 14.7 | 0.05 | 0.01 |
| Concrete | 2023 | | | | | |
| Total Haul Trips | 20 | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 0.00 | 0.12 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.01 | 0.17 |
| Worker | 60 | 63 | 8 | 14.7 | 0.15 | 0.04 |
| Concrete | 2024 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.01 | 0.17 |
| Worker | 60 | 133 | 8 | 14.7 | 0.16 | 0.04 |
| Mechanical | 2024 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 20 | 126 | 8 | 14.7 | 0.05 | 0.01 |
| Mechanical | 2025 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 20 | 49 | 8 | 14.7 | 0.05 | 0.01 |
| Paving/Finishing | 2025 | | | | | |
| Total Haul Trips | 0 | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.00 | 0.02 |
| Worker | 8 | 87 | 8 | 14.7 | 0.02 | 0.00 |

**LACSD - SJCWRP**

**Idling Emissions**

| | | Idling Emissions Factor (grams/minute) | | | | | | Idling Emissions Factor (grams/minute) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ROG_IDLEX | NOx_IDLEX | CO_IDLEX | SOx_IDLEX | PM10_IDLEX | PM2.5_IDLEX | CO2_IDLEX | CH4_IDLEX | N2O_IDLEX |
| 2023 | 2023Hauling Hauling | 0.18713033 | 2.264749705 | 2.96368499 | 0.00407507 | 0.0012408 | 0.00118447 | 462.784074 | 0.09392132 | 0.07441412 |
| 2023 | 2023Vendor Vendor | 0.10054012 | 1.32766751 | 1.65830264 | 0.00239209 | 0.00094223 | 0.00089998 | 269.94172 | 0.05195541 | 0.04307546 |
| 2023 | 2023Worker Worker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2024 | 2024Hauling Hauling | 0.18846611 | 2.324304615 | 2.97579359 | 0.00417141 | 0.00130215 | 0.00124328 | 472.805795 | 0.09566056 | 0.07598602 |
| 2024 | 2024Vendor Vendor | 0.10149983 | 1.366050224 | 1.66566119 | 0.00244322 | 0.00103748 | 0.00099118 | 275.207401 | 0.05274178 | 0.04388609 |
| 2024 | 2024Worker Worker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025 | 2025Hauling Hauling | 0.18713033 | 2.264749705 | 2.96368499 | 0.00407507 | 0.0012408 | 0.00118447 | 462.784074 | 0.09392132 | 0.07441412 |
| 2025 | 2025Vendor Vendor | 0.10054012 | 1.32766751 | 1.65830264 | 0.00239209 | 0.00094223 | 0.00089998 | 269.94172 | 0.05195541 | 0.04307546 |
| 2025 | 2025Worker Worker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GWP | N/A | N/A | N/A | N/A | N/A | N/A | 1 | 25 | 290 |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | Idling minutes per Day (miles) | Regional Emissions (pounds/day) ROG | NOX | CO | SO2 | PM10 | PM2.5 | Regional Emissions (MT/year) CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 1740 | | | | | | | | | | | | | |
| Hauling | 28 | 65 | 8 | 15 | 0.17 | 2.10 | 2.74 | 0.00 | 0.00 | 0.00 | 12.63 | 0.06 | 0.59 | 13.29 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.02 | 0.51 |
| Worker | 20 | 65 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Concrete | 2023 | | | | | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 15 | 0.12 | 1.50 | 1.96 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.01 | 0.15 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.06 | 0.77 | 0.96 | 0.00 | 0.00 | 0.00 | 4.46 | 0.02 | 0.21 | 4.69 |
| Worker | 60 | 63 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Concrete | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.06 | 0.79 | 0.96 | 0.00 | 0.00 | 0.00 | 9.60 | 0.05 | 0.44 | 10.09 |
| Worker | 60 | 133 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mechanical | 2024 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.04 | 1.01 |
| Worker | 20 | 126 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mechanical | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.02 | 0.38 |
| Worker | 20 | 49 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving/Finishing | 2025 | | | | | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.01 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.03 | 0.68 |
| Worker | 8 | 87 | 8 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## LACSD - SJCWRP
### Road Dust, Break Wear, and Tire wear Emissions

| | | | Emission Factors (grams/mile) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | PM10 | | | PM2.5 | | |
| | | | RD | PM10_PMBW | PM10_PMTW | RD | PM2.5_PMBW | PM2.5_PMTW |
| 2023 | 2023Hauling | Hauling | 0.29984991 | 0.082193524 | 0.03528459 | 0.07359952 | 0.02876773 | 0.00882115 |
| 2023 | 2023Vendor | Vendor | 0.29984991 | 0.062593489 | 0.02364229 | 0.07359952 | 0.02190772 | 0.00591057 |
| 2023 | 2023Worker | Worker | 0.29984991 | 0.008968156 | 0.008 | 0.07359952 | 0.00313885 | 0.002 |
| 2024 | 2024Hauling | Hauling | 0.29984991 | 0.082315236 | 0.03527902 | 0.07359952 | 0.02881033 | 0.00881975 |
| 2024 | 2024Vendor | Vendor | 0.29984991 | 0.062716793 | 0.02363951 | 0.07359952 | 0.02195088 | 0.00590988 |
| 2024 | 2024Worker | Worker | 0.29984991 | 0.009001983 | 0.008 | 0.07359952 | 0.00315069 | 0.002 |
| 2025 | 2025Hauling | Hauling | 0.29984991 | 0.082193524 | 0.03528459 | 0.07359952 | 0.02876773 | 0.00882115 |
| 2025 | 2025Vendor | Vendor | 0.29984991 | 0.062593489 | 0.02364229 | 0.07359952 | 0.02190772 | 0.00591057 |
| 2025 | 2025Worker | Worker | 0.29984991 | 0.008968156 | 0.008 | 0.07359952 | 0.00313885 | 0.002 |

| Construction Phase | Daily One-Way Trips | Haul Days per Phase (days) | Work Hours per Day (hours/day) | One-Way Trip Distance per Day (miles) | Regional Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PM10 | | | PM2.5 | | |
| | | | | | RD | BW | TW | RD | BW | TW |
| Grading/Excavation | 2023 | | | | | | | | | |
| Total Haul Trips | 1740 | | | | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! |
| Hauling | 28 | 65 | 8 | 25 | 0.46 | 0.13 | 0.05 | 0.11 | 0.04 | 0.01 |
| Vendor | 4 | 65 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 20 | 65 | 8 | 14.7 | 0.19 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 |
| Concrete | 2023 | | | | | | | | | |
| Total Haul Trips | 20 | | | | | | | | | |
| Hauling | 20 | 1 | 8 | 25 | 0.33 | 0.09 | 0.04 | 0.08 | 0.03 | 0.01 |
| Vendor | 38 | 63 | 8 | 6.9 | 0.17 | 0.04 | 0.01 | 0.04 | 0.01 | 0.00 |
| Worker | 60 | 63 | 8 | 14.7 | 0.58 | 0.02 | 0.02 | 0.14 | 0.01 | 0.00 |
| Concrete | 2024 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 1 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 38 | 133 | 8 | 6.9 | 0.17 | 0.04 | 0.01 | 0.04 | 0.01 | 0.00 |
| Worker | 60 | 133 | 8 | 14.7 | 0.58 | 0.02 | 0.02 | 0.14 | 0.01 | 0.00 |
| Mechanical | 2024 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 126 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 126 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 20 | 126 | 8 | 14.7 | 0.19 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 |
| Mechanical | 2025 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 49 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 49 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 20 | 49 | 8 | 14.7 | 0.19 | 0.01 | 0.01 | 0.05 | 0.00 | 0.00 |
| Paving/Finishing | 2025 | | | | | | | | | |
| Total Haul Trips | 0 | | | | | | | | | |
| Hauling | 0 | 87 | 8 | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 4 | 87 | 8 | 6.9 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 8 | 87 | 8 | 14.7 | 0.08 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |

# CalEEMod Emissions Output Files

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# LACSD - SJCWRP

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 40.00 | 1000sqft | 0.92 | 40,000.00 | 0 |
| General Light Industry | 40.00 | 1000sqft | 0.92 | 40,000.00 | 0 |
| General Light Industry | 37.90 | 1000sqft | 0.87 | 37,900.00 | 0 |
| Other Asphalt Surfaces | 1.00 | Acre | 1.00 | 43,560.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2024 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 512.97 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

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

Project Characteristics - CO2e

Land Use -

Construction Phase - Provided by client: Grading/Excavation 3 months, Concrete 9 months, Mechanical 9 months, Finishing 4 months.

Off-road Equipment - See Construction Assumptions

Off-road Equipment - See Construction Assumptions

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Mobile Emissions calculated in EMFAC

On-road Fugitive Dust - Mobile emissions calculated on EMFAC

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Grading -

Construction Off-road Equipment Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstDustMitigation | WaterUnpavedRoadMoistureContent | 0 | 0.5 |
| tblConstDustMitigation | WaterUnpavedRoadVehicleSpeed | 0 | 15 |
| tblConstructionPhase | NumDays | 230.00 | 175.00 |
| tblConstructionPhase | NumDays | 8.00 | 65.00 |
| tblConstructionPhase | NumDays | 18.00 | 87.00 |
| tblGrading | MaterialExported | 0.00 | 17,500.00 |
| tblGrading | MaterialImported | 0.00 | 1,832.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | HaulingPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | VendorPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblOnRoadDust | WorkerPercentPave | 100.00 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 390.98 | 512.97 |
| tblTripsAndVMT | HaulingTripNumber | 2,417.00 | 0.00 |
| tblTripsAndVMT | VendorTripNumber | 26.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 30.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 38.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 68.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 28.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 28.00 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.2265 | 2.1174 | 2.4697 | 4.4900e-003 | 0.2313 | 0.0969 | 0.3282 | 0.1115 | 0.0939 | 0.2054 | 0.0000 | 388.5952 | 388.5952 | 0.0562 | 0.0000 | 390.0005 |
| 2024 | 0.4541 | 4.0822 | 5.4798 | 9.6100e-003 | 0.0000 | 0.1803 | 0.1803 | 0.0000 | 0.1755 | 0.1755 | 0.0000 | 826.5567 | 826.5567 | 0.1048 | 0.0000 | 829.1771 |
| 2025 | 0.1258 | 1.1074 | 1.6600 | 2.7300e-003 | 0.0000 | 0.0485 | 0.0485 | 0.0000 | 0.0461 | 0.0461 | 0.0000 | 235.0756 | 235.0756 | 0.0475 | 0.0000 | 236.2626 |
| **Maximum** | **0.4541** | **4.0822** | **5.4798** | **9.6100e-003** | **0.2313** | **0.1803** | **0.3282** | **0.1115** | **0.1755** | **0.2054** | **0.0000** | **826.5567** | **826.5567** | **0.1048** | **0.0000** | **829.1771** |

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**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.2265 | 2.1174 | 2.4697 | 4.4900e-003 | 0.0902 | 0.0969 | 0.1871 | 0.0435 | 0.0939 | 0.1374 | 0.0000 | 388.5947 | 388.5947 | 0.0562 | 0.0000 | 390.0000 |
| 2024 | 0.4541 | 4.0822 | 5.4798 | 9.6100e-003 | 0.0000 | 0.1803 | 0.1803 | 0.0000 | 0.1755 | 0.1755 | 0.0000 | 826.5557 | 826.5557 | 0.1048 | 0.0000 | 829.1761 |
| 2025 | 0.1258 | 1.1074 | 1.6600 | 2.7300e-003 | 0.0000 | 0.0485 | 0.0485 | 0.0000 | 0.0461 | 0.0461 | 0.0000 | 235.0754 | 235.0754 | 0.0475 | 0.0000 | 236.2624 |
| **Maximum** | **0.4541** | **4.0822** | **5.4798** | **9.6100e-003** | **0.0902** | **0.1803** | **0.1871** | **0.0435** | **0.1755** | **0.1755** | **0.0000** | **826.5557** | **826.5557** | **0.1048** | **0.0000** | **829.1761** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **61.00** | **0.00** | **25.33** | **61.00** | **0.00** | **15.93** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **2** | **7-1-2023** | **9-30-2023** | 1.1736 | 1.1736 |
| **3** | **10-1-2023** | **12-31-2023** | 1.2088 | 1.2088 |
| **4** | **1-1-2024** | **3-31-2024** | 1.1108 | 1.1108 |
| **5** | **4-1-2024** | **6-30-2024** | 1.1108 | 1.1108 |
| **6** | **7-1-2024** | **9-30-2024** | 1.1561 | 1.1561 |
| **7** | **10-1-2024** | **12-31-2024** | 1.1439 | 1.1439 |
| **8** | **1-1-2025** | **3-31-2025** | 0.8316 | 0.8316 |
| **9** | **4-1-2025** | **6-30-2025** | 0.4001 | 0.4001 |
| **10** | **7-1-2025** | **9-30-2025** | 0.0044 | 0.0044 |
| | | **Highest** | 1.2088 | 1.2088 |

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## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading/Excavation | Grading | 7/1/2023 | 10/1/2023 | 5 | 65 | |
| 2 | Concrete | Trenching | 10/1/2023 | 7/1/2024 | 5 | 196 | |
| 3 | Mechanical | Building Construction | 7/1/2024 | 3/1/2025 | 5 | 175 | |
| 4 | Paving | Paving | 3/1/2025 | 7/1/2025 | 5 | 87 | |

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

**Acres of Grading (Grading Phase): 65**

**Acres of Paving: 1**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating –**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading/Excavation | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading/Excavation | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading/Excavation | Generator Sets | 2 | 8.00 | 84 | 0.74 |
| Grading/Excavation | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading/Excavation | Pumps | 2 | 8.00 | 84 | 0.74 |
| Grading/Excavation | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Grading/Excavation | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading/Excavation | Skid Steer Loaders | 1 | 8.00 | 65 | 0.37 |
| Grading/Excavation | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Grading/Excavation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Concrete | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Concrete | Air Compressors | 1 | 8.00 | 78 | 0.48 |

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| | | | | | |
|---|---|---|---|---|---|
| Concrete | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Concrete | Cranes | 1 | 8.00 | 231 | 0.29 |
| Concrete | Generator Sets | 5 | 8.00 | 84 | 0.74 |
| Concrete | Pumps | 3 | 8.00 | 84 | 0.74 |
| Concrete | Rough Terrain Forklifts | 2 | 8.00 | 100 | 0.40 |
| Concrete | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Mechanical | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Mechanical | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Mechanical | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Mechanical | Cranes | 1 | 8.00 | 231 | 0.29 |
| Mechanical | Generator Sets | 4 | 8.00 | 84 | 0.74 |
| Mechanical | Paving Equipment | 1 | 8.00 | 132 | 0.36 |
| Mechanical | Pumps | 2 | 8.00 | 84 | 0.74 |
| Mechanical | Rough Terrain Forklifts | 1 | 8.00 | 100 | 0.40 |
| Mechanical | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Mechanical | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Mechanical | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Aerial Lifts | 1 | 8.00 | 63 | 0.31 |
| Paving | Air Compressors | 1 | 8.00 | 78 | 0.48 |
| Paving | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Mechanical | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading/Excavation | 12 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Concrete | 15 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Mechanical | 18 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 11 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 11 | 0.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Grading/Excavation - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.2313 | 0.0000 | 0.2313 | 0.1115 | 0.0000 | 0.1115 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1093 | 1.0516 | 1.1156 | 2.0800e-003 | | 0.0475 | 0.0475 | | 0.0454 | 0.0454 | 0.0000 | 180.8756 | 180.8756 | 0.0332 | 0.0000 | 181.7067 |
| **Total** | **0.1093** | **1.0516** | **1.1156** | **2.0800e-003** | **0.2313** | **0.0475** | **0.2788** | **0.1115** | **0.0454** | **0.1569** | **0.0000** | **180.8756** | **180.8756** | **0.0332** | **0.0000** | **181.7067** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0902 | 0.0000 | 0.0902 | 0.0435 | 0.0000 | 0.0435 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.1093 | 1.0516 | 1.1156 | 2.0800e-003 | | 0.0475 | 0.0475 | | 0.0454 | 0.0454 | 0.0000 | 180.8754 | 180.8754 | 0.0332 | 0.0000 | 181.7065 |
| **Total** | **0.1093** | **1.0516** | **1.1156** | **2.0800e-003** | **0.0902** | **0.0475** | **0.1377** | **0.0435** | **0.0454** | **0.0889** | **0.0000** | **180.8754** | **180.8754** | **0.0332** | **0.0000** | **181.7065** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Concrete - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1172 | 1.0659 | 1.3541 | 2.4100e-003 | | 0.0495 | 0.0495 | | 0.0485 | 0.0485 | 0.0000 | 207.7195 | 207.7195 | 0.0230 | 0.0000 | 208.2938 |
| **Total** | **0.1172** | **1.0659** | **1.3541** | **2.4100e-003** | | **0.0495** | **0.0495** | | **0.0485** | **0.0485** | **0.0000** | **207.7195** | **207.7195** | **0.0230** | **0.0000** | **208.2938** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1172 | 1.0659 | 1.3541 | 2.4100e-003 | | 0.0495 | 0.0495 | | 0.0485 | 0.0485 | 0.0000 | 207.7193 | 207.7193 | 0.0230 | 0.0000 | 208.2936 |
| **Total** | **0.1172** | **1.0659** | **1.3541** | **2.4100e-003** | | **0.0495** | **0.0495** | | **0.0485** | **0.0485** | **0.0000** | **207.7193** | **207.7193** | **0.0230** | **0.0000** | **208.2936** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.3 Concrete - 2024

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2218 | 2.0168 | 2.7224 | 4.8600e-003 | | 0.0875 | 0.0875 | | 0.0858 | 0.0858 | 0.0000 | 418.6260 | 418.6260 | 0.0454 | 0.0000 | 419.7602 |
| **Total** | **0.2218** | **2.0168** | **2.7224** | **4.8600e-003** | | **0.0875** | **0.0875** | | **0.0858** | **0.0858** | **0.0000** | **418.6260** | **418.6260** | **0.0454** | **0.0000** | **419.7602** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

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**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2218 | 2.0168 | 2.7224 | 4.8600e-003 | | 0.0875 | 0.0875 | | 0.0858 | 0.0858 | 0.0000 | 418.6255 | 418.6255 | 0.0454 | 0.0000 | 419.7597 |
| **Total** | **0.2218** | **2.0168** | **2.7224** | **4.8600e-003** | | **0.0875** | **0.0875** | | **0.0858** | **0.0858** | **0.0000** | **418.6255** | **418.6255** | **0.0454** | **0.0000** | **419.7597** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Mechanical - 2024

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2323 | 2.0654 | 2.7574 | 4.7500e-003 | | 0.0928 | 0.0928 | | 0.0897 | 0.0897 | 0.0000 | 407.9307 | 407.9307 | 0.0595 | 0.0000 | 409.4169 |
| **Total** | **0.2323** | **2.0654** | **2.7574** | **4.7500e-003** | | **0.0928** | **0.0928** | | **0.0897** | **0.0897** | **0.0000** | **407.9307** | **407.9307** | **0.0595** | **0.0000** | **409.4169** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2323 | 2.0654 | 2.7574 | 4.7500e-003 | | 0.0928 | 0.0928 | | 0.0897 | 0.0897 | 0.0000 | 407.9302 | 407.9302 | 0.0595 | 0.0000 | 409.4164 |
| **Total** | **0.2323** | **2.0654** | **2.7574** | **4.7500e-003** | | **0.0928** | **0.0928** | | **0.0897** | **0.0897** | **0.0000** | **407.9302** | **407.9302** | **0.0595** | **0.0000** | **409.4164** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.4 Mechanical - 2025

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0706 | 0.6270 | 0.8951 | 1.5500e-003 | | 0.0262 | 0.0262 | | 0.0253 | 0.0253 | 0.0000 | 132.8893 | 132.8893 | 0.0191 | 0.0000 | 133.3660 |
| **Total** | **0.0706** | **0.6270** | **0.8951** | **1.5500e-003** | | **0.0262** | **0.0262** | | **0.0253** | **0.0253** | **0.0000** | **132.8893** | **132.8893** | **0.0191** | **0.0000** | **133.3660** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0706 | 0.6270 | 0.8951 | 1.5500e-003 | | 0.0262 | 0.0262 | | 0.0253 | 0.0253 | 0.0000 | 132.8891 | 132.8891 | 0.0191 | 0.0000 | 133.3658 |
| **Total** | **0.0706** | **0.6270** | **0.8951** | **1.5500e-003** | | **0.0262** | **0.0262** | | **0.0253** | **0.0253** | **0.0000** | **132.8891** | **132.8891** | **0.0191** | **0.0000** | **133.3658** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.5 Paving - 2025

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0539 | 0.4804 | 0.7649 | 1.1800e-003 | | 0.0223 | 0.0223 | | 0.0208 | 0.0208 | 0.0000 | 102.1864 | 102.1864 | 0.0284 | 0.0000 | 102.8967 |
| Paving | 1.3100e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0552** | **0.4804** | **0.7649** | **1.1800e-003** | | **0.0223** | **0.0223** | | **0.0208** | **0.0208** | **0.0000** | **102.1864** | **102.1864** | **0.0284** | **0.0000** | **102.8967** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

LACSD - SJCWRP - Los Angeles-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0539 | 0.4804 | 0.7649 | 1.1800e-003 | | 0.0223 | 0.0223 | | 0.0208 | 0.0208 | 0.0000 | 102.1863 | 102.1863 | 0.0284 | 0.0000 | 102.8965 |
| Paving | 1.3100e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0552** | **0.4804** | **0.7649** | **1.1800e-003** | | **0.0223** | **0.0223** | | **0.0208** | **0.0208** | **0.0000** | **102.1863** | **102.1863** | **0.0284** | **0.0000** | **102.8965** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

# Appendix E
## Noise

ESA

## Project: SJCWRP

**Construction Noise Impact on Sensitive Receptors**

***Parameters***

| | | |
|---|---|---|
| **Construction Hours:** | 8 | Daytime hours (7 am to 7 pm) |
| | 0 | Evening hours (7 pm to 10 pm) |
| | 0 | Nighttime hours (10 pm to 7 am) |
| **Leq to L10 factor** | 3 | |

| | | | | R1 | | | | | R2 | | | | | R3 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Construction Phase*** **Equipment Type** | **No. of Equip.** | **Reference Noise Level at 50ft, Lmax** | **Acoustical Usage Factor** | **Distance (ft)** | **Lmax** | **Leq** | **L10** | **Estimated Noise Shielding, dBA** | **Distance (ft)** | **Lmax** | **Leq** | **L10** | **Estimated Noise Shielding, dBA** | **Distance (ft)** | **Lmax** | **Leq** | **L10** | **Estimated Noise Shielding, dBA** |
| ***Grading/Excavation*** | | | | | ***64*** | ***58*** | | | | ***61*** | ***55*** | | | | ***62*** | ***56*** | | |
| Concrete Saw | 1 | 90 | 20% | 900 | 60 | 53 | 56 | 5 | 1300 | 57 | 50 | 53 | 5 | 1150 | 58 | 51 | 54 | 5 |
| Excavator | 1 | 81 | 40% | 900 | 51 | 47 | 50 | 5 | 1300 | 48 | 44 | 47 | 5 | 1150 | 49 | 45 | 48 | 5 |
| Grader | 1 | 85 | 40% | 900 | 55 | 51 | 54 | 5 | 1300 | 52 | 48 | 51 | 5 | 1150 | 53 | 49 | 52 | 5 |
| Jackhammer | 2 | 89 | 20% | 1300 | 59 | 52 | 55 | 5 | 1700 | 56 | 49 | 52 | 5 | 1550 | 57 | 50 | 53 | 5 |
| Pumps | 2 | 81 | 50% | 1300 | 51 | 48 | 51 | 5 | 1700 | 48 | 45 | 48 | 5 | 1550 | 49 | 46 | 49 | 5 |
| Forklift | 1 | 75 | 10% | 900 | 45 | 35 | 38 | 5 | 1300 | 42 | 32 | 35 | 5 | 1150 | 43 | 33 | 36 | 5 |
| Dozer | 1 | 82 | 40% | 1300 | 49 | 45 | 48 | 5 | 1700 | 46 | 42 | 45 | 5 | 1550 | 47 | 43 | 46 | 5 |
| Tractor/Loader/Backhoe | 2 | 78 | 40% | 1300 | 48 | 44 | 47 | 5 | 1700 | 45 | 41 | 44 | 5 | 1550 | 46 | 42 | 45 | 5 |
| Vacuum Street Sweeper | 1 | 82 | 10% | 1300 | 49 | 39 | 42 | 5 | 1700 | 46 | 36 | 39 | 5 | 1550 | 47 | 37 | 40 | 5 |
| ***Concrete*** | | | | | ***61*** | ***57*** | | | | ***58*** | ***54*** | | | | ***59*** | ***55*** | | |
| Man Lift | 1 | 75 | 20% | 1300 | 42 | 35 | 38 | 5 | 1700 | 39 | 32 | 35 | 5 | 1550 | 40 | 33 | 36 | 5 |
| Compressor (air) | 1 | 78 | 40% | 900 | 48 | 44 | 47 | 5 | 1300 | 45 | 41 | 44 | 5 | 1150 | 46 | 42 | 45 | 5 |
| Concrete Mixer Truck | 1 | 79 | 40% | 1300 | 46 | 42 | 45 | 5 | 1700 | 43 | 39 | 42 | 5 | 1550 | 44 | 40 | 43 | 5 |
| Concrete Pump Truck | 1 | 81 | 20% | 900 | 51 | 44 | 47 | 5 | 1300 | 48 | 41 | 44 | 5 | 1150 | 49 | 42 | 45 | 5 |
| Crane | 1 | 81 | 16% | 1300 | 48 | 40 | 43 | 5 | 1700 | 45 | 37 | 40 | 5 | 1550 | 46 | 38 | 41 | 5 |
| Pumps | 2 | 81 | 50% | 900 | 54 | 51 | 54 | 5 | 1300 | 51 | 48 | 51 | 5 | 1150 | 52 | 49 | 52 | 5 |
| Forklift | 2 | 75 | 10% | 900 | 48 | 38 | 41 | 5 | 1300 | 45 | 35 | 38 | 5 | 1150 | 46 | 36 | 39 | 5 |
| Vacuum Street Sweeper | 1 | 82 | 10% | 1300 | 49 | 39 | 42 | 5 | 1700 | 46 | 36 | 39 | 5 | 1550 | 47 | 37 | 40 | 5 |
| Generator | 5 | 81 | 50% | 900 | 58 | 55 | 58 | 5 | 1300 | 55 | 52 | 55 | 5 | 1150 | 56 | 53 | 56 | 5 |
| ***Mechanical*** | | | | | ***61*** | ***57*** | | | | ***58*** | ***54*** | | | | ***59*** | ***55*** | | |
| Man Lift | 1 | 75 | 20% | 900 | 45 | 38 | 41 | 5 | 1300 | 42 | 35 | 38 | 5 | 1150 | 43 | 36 | 39 | 5 |
| Compressor (air) | 1 | 78 | 40% | 1300 | 45 | 41 | 44 | 5 | 1700 | 42 | 38 | 41 | 5 | 1550 | 43 | 39 | 42 | 5 |
| Concrete Mixer Truck | 1 | 79 | 40% | 1300 | 46 | 42 | 45 | 5 | 1700 | 43 | 39 | 42 | 5 | 1550 | 44 | 40 | 43 | 5 |
| Crane | 1 | 81 | 16% | 1300 | 48 | 40 | 43 | 5 | 1700 | 45 | 37 | 40 | 5 | 1550 | 46 | 38 | 41 | 5 |
| Generator | 4 | 81 | 50% | 1300 | 54 | 51 | 54 | 5 | 1700 | 51 | 48 | 51 | 5 | 1550 | 52 | 49 | 52 | 5 |
| Other Equipment | 1 | 85 | 50% | 900 | 55 | 52 | 55 | 5 | 1300 | 52 | 49 | 52 | 5 | 1150 | 53 | 50 | 53 | 5 |
| Pumps | 2 | 81 | 50% | 900 | 54 | 51 | 54 | 5 | 1300 | 51 | 48 | 51 | 5 | 1150 | 52 | 49 | 52 | 5 |
| Forklift | 1 | 75 | 10% | 1300 | 42 | 32 | 35 | 5 | 1700 | 39 | 29 | 32 | 5 | 1550 | 40 | 30 | 33 | 5 |
| Vacuum Street Sweeper | 1 | 82 | 10% | 900 | 52 | 42 | 45 | 5 | 1300 | 49 | 39 | 42 | 5 | 1150 | 50 | 40 | 43 | 5 |
| Tractor/Loader/Backhoe | 1 | 78 | 40% | 900 | 48 | 44 | 47 | 5 | 1300 | 45 | 41 | 44 | 5 | 1150 | 46 | 42 | 45 | 5 |
| Welder | 1 | 74 | 40% | 1300 | 41 | 37 | 40 | 5 | 1700 | 38 | 34 | 37 | 5 | 1550 | 39 | 35 | 38 | 5 |
| ***Paving*** | | | | | ***54*** | ***46*** | | | | ***51*** | ***44*** | | | | ***52*** | ***44*** | | |
| Man Lift | 1 | 75 | 20% | 1300 | 42 | 35 | 38 | 5 | 1700 | 39 | 32 | 35 | 5 | 1550 | 40 | 33 | 36 | 5 |
| Compressor (air) | 1 | 78 | 40% | 1300 | 45 | 41 | 44 | 5 | 1700 | 42 | 38 | 41 | 5 | 1550 | 43 | 39 | 42 | 5 |
| Vacuum Street Sweeper | 1 | 82 | 10% | 900 | 52 | 42 | 45 | 5 | 1300 | 49 | 39 | 42 | 5 | 1150 | 50 | 40 | 43 | 5 |
| Tractor/Loader/Backhoe | 1 | 78 | 40% | 1300 | 45 | 41 | 44 | 5 | 1700 | 42 | 38 | 41 | 5 | 1550 | 43 | 39 | 42 | 5 |

# Appendix F
## Tribal Cultural Resources

ESA

# NATIVE AMERICAN HERITAGE COMMISSION



**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

May 3, 2022

Fatima Clark
ESA

Via Email to: fclark@esassoc.com

**Re: San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion Project, Los Angeles County**

Dear Ms. Clark:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information.

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

Sincerely,

Andrew Green

Andrew Green
*Cultural Resources Analyst*

Attachment

**Native American Heritage Commission**
**Native American Contact List**
**Los Angeles County**
**5/3/2022**

***Gabrieleno Band of Mission Indians - Kizh Nation***
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

***Gabrieleno/Tongva San Gabriel Band of Mission Indians***
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

***Gabrielino /Tongva Nation***
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
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sgoad@gabrielino-tongva.com

***Gabrielino Tongva Indians of California Tribal Council***
Robert Dorame, Chairperson
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Fax: (562) 761-6417
gtongva@gmail.com

***Gabrielino Tongva Indians of California Tribal Council***
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078 — Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

***Gabrielino-Tongva Tribe***
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

***Santa Rosa Band of Cahuilla Indians***
Lovina Redner, Tribal Chair
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

***Soboba Band of Luiseno Indians***
Isaiah Vivanco, Chairperson
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

***Soboba Band of Luiseno Indians***
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion Project, Los Angeles County.

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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8430**

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723

Dear Mr. Salas:

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1): San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion, Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

**Project Name:** San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion

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**Location:** The Project is located in an unincorporated area of Los Angeles County (**Figure 1**). Specifically, the Project is situated within an unsectioned portion of Township 1 South, Range 11 West on the El Monte, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**).

If you wish to begin processing a formal consultation under AB 52, the deadline to request consultation with the Sanitation Districts is set by State law [California Public Resources Code Section 21080.3.1(d)] and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

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Please send written responses for the proposed Project to Ms. Stephanie Olague at stephanieolague@lacsd.org or to the following address:

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location


Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

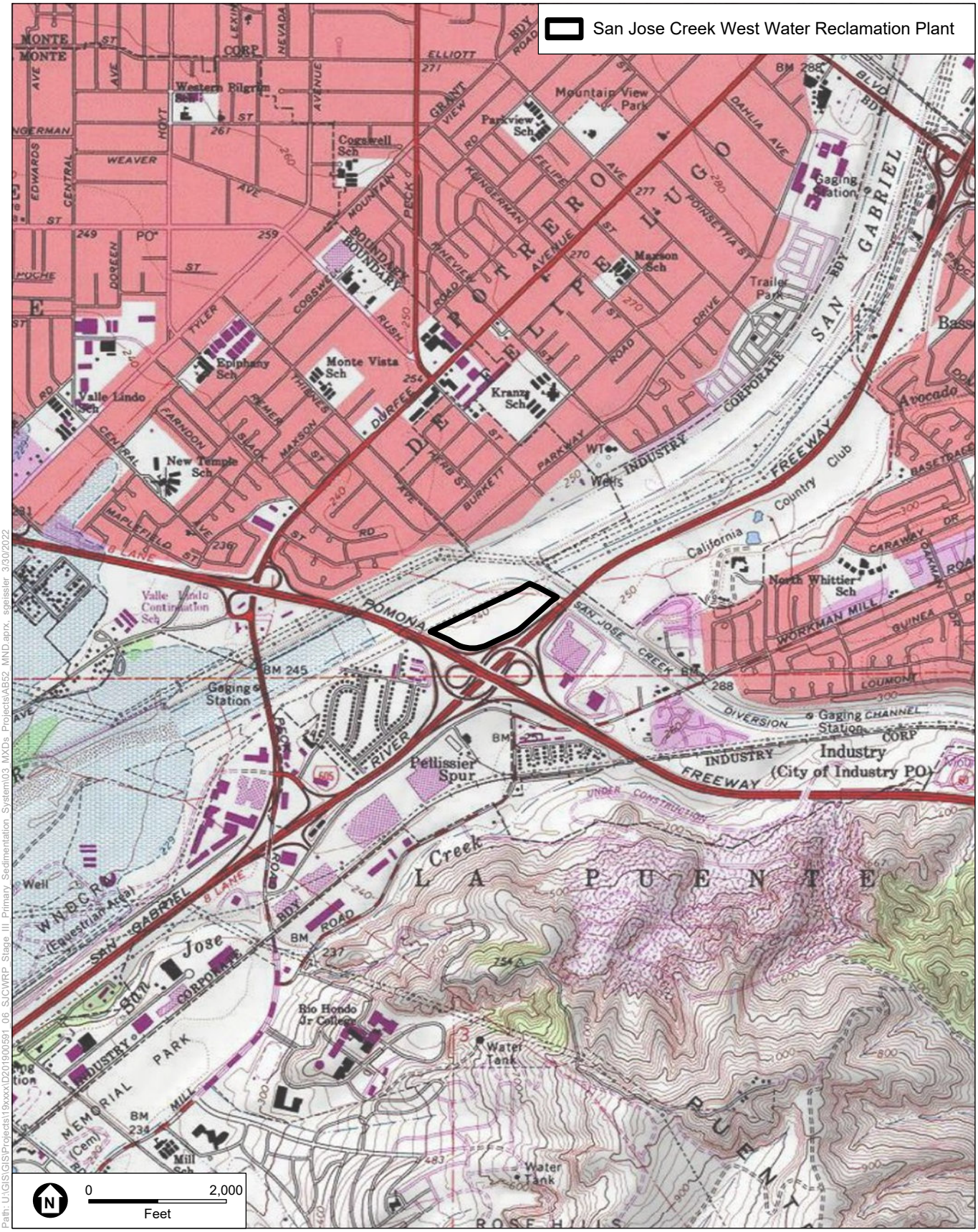
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

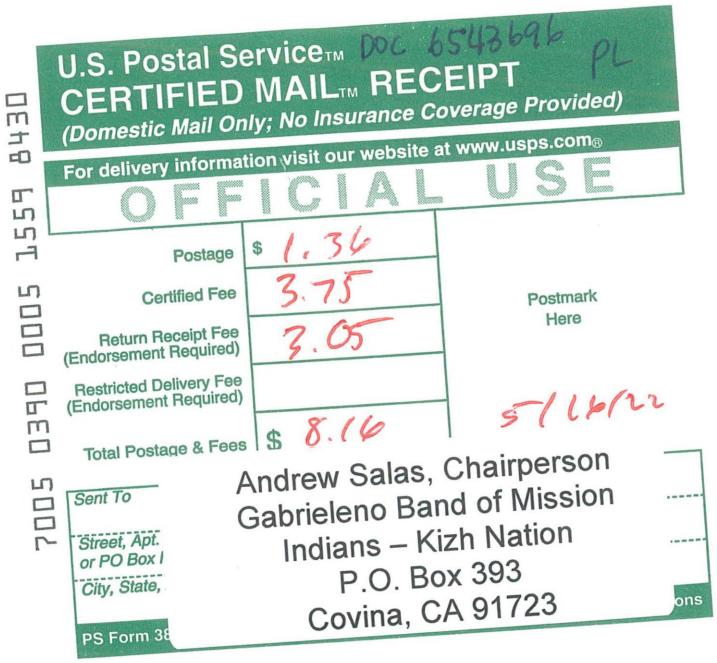
ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

ESA



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Andrew Salas, Chairperson
Gabrieleno Band of Mission
Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

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1. Article Addressed to:

Andrew Salas, Chairperson
Gabrieleno Band of Mission
Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

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Chief Engineer and General Manager
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Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8362**

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Dear Mr. Morales:

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

**Project Name:** San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion

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**Location:** The Project is located in an unincorporated area of Los Angeles County (**Figure 1**). Specifically, the Project is situated within an unsectioned portion of Township 1 South, Range 11 West on the El Monte, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**).

If you wish to begin processing a formal consultation under AB 52, the deadline to request consultation with the Sanitation Districts is set by State law [California Public Resources Code Section 21080.3.1(d)] and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

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Please send written responses for the proposed Project to Ms. Stephanie Olague at stephanieolague@lacsd.org or to the following address:

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location


Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

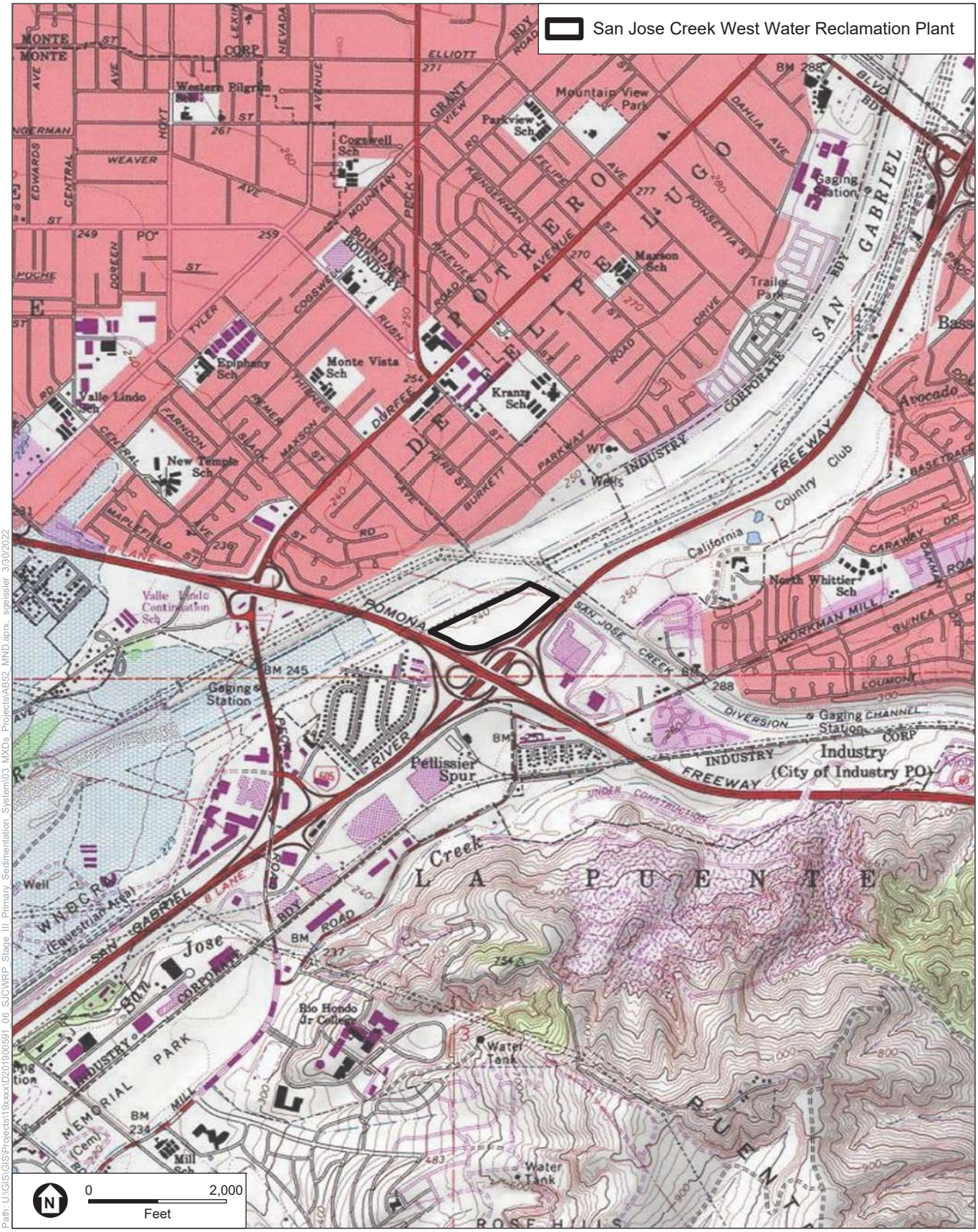
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

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Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel
Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

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Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel
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P.O. Box 693
San Gabriel, CA 91778

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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8355**

Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

Dear Ms. Goad:

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

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**Location:** The Project is located in an unincorporated area of Los Angeles County (**Figure 1**). Specifically, the Project is situated within an unsectioned portion of Township 1 South, Range 11 West on the El Monte, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**).

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Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague, via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
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Figure 2 – Project Site Location


Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

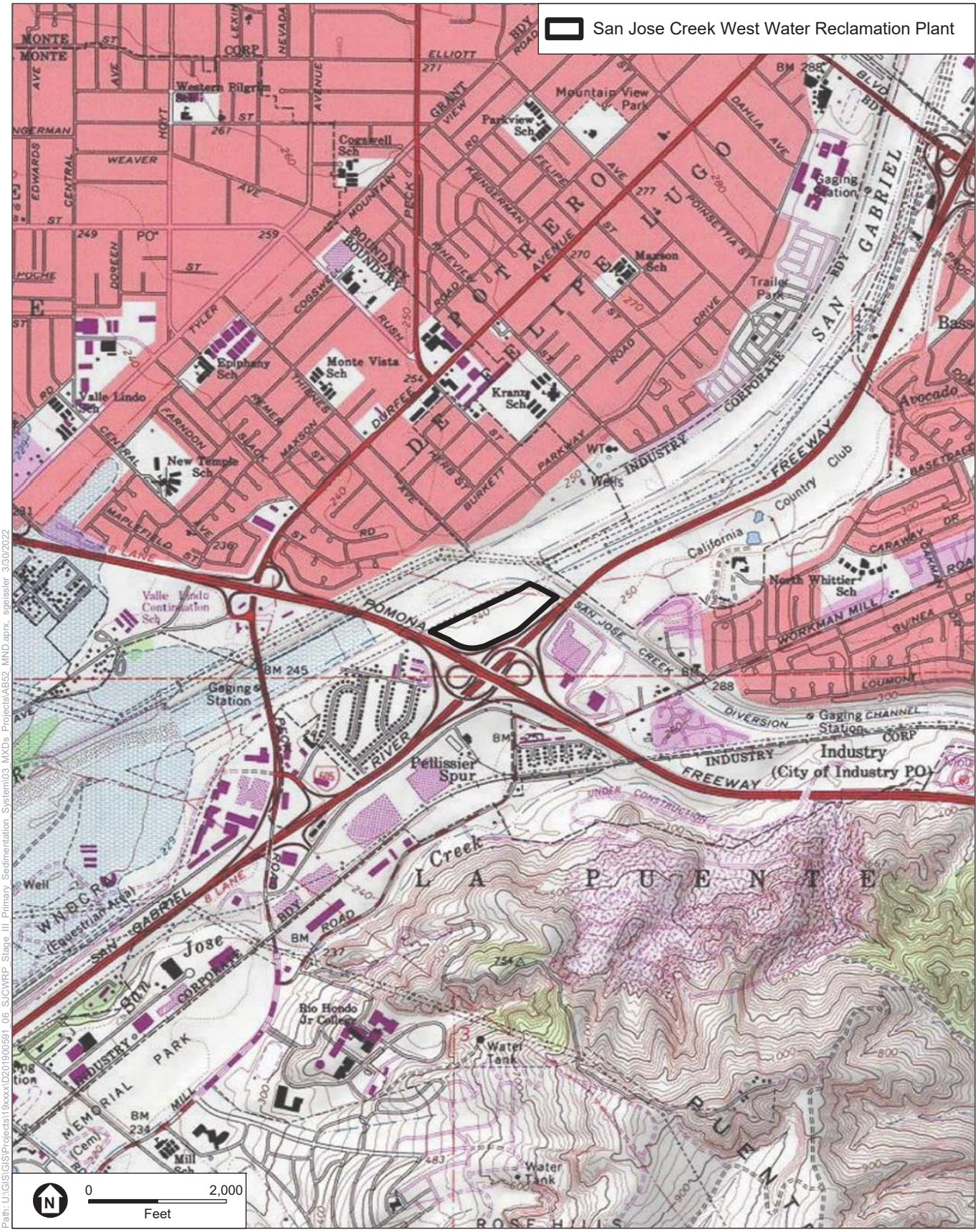
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

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Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

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106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

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***COMPLETE THIS SECTION ON DELIVERY***

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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8348**

Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

Dear Mr. Dorame,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
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**Unincorporated Los Angeles County, California**

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Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
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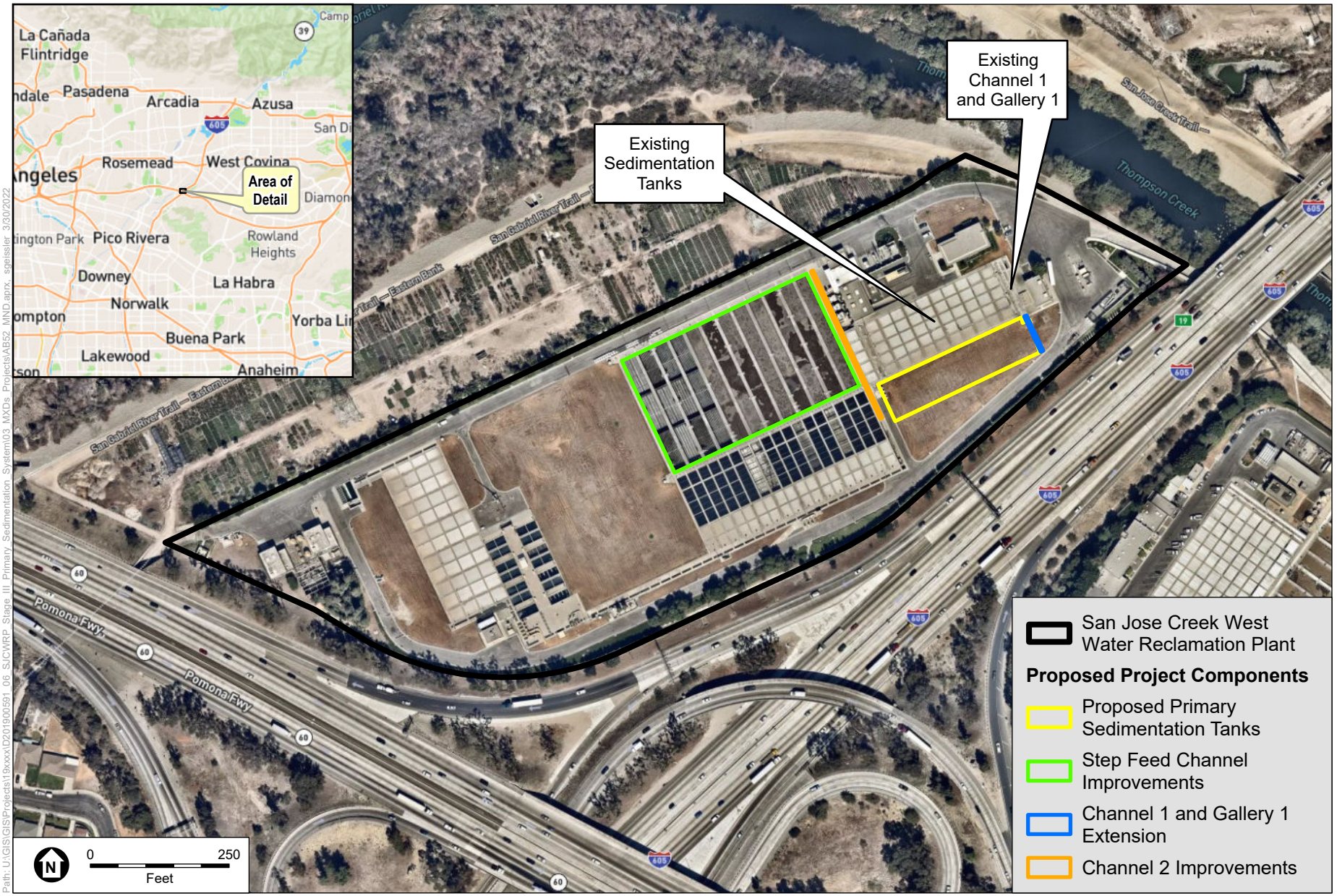
Figure 2 – Project Site Location

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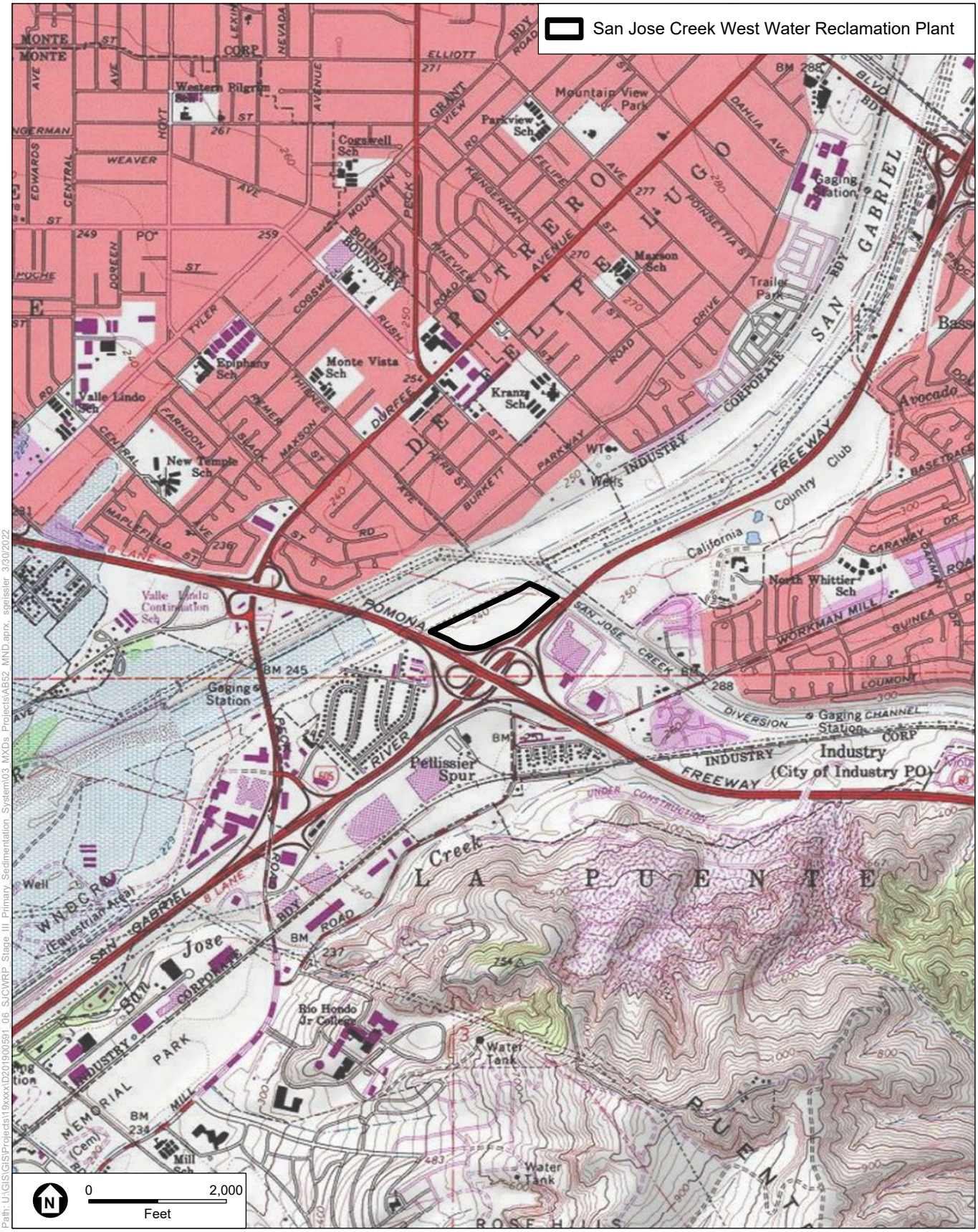
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

ESA

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Robert Dorame, Chairperson
Gabrielino Tongva Indians of
California Tribal Council
P.O. Box 490
Bellflower, CA 90707

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2. Article Number *(Transfer from service label)*

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Chief Engineer and General Manager
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Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8447**

Christina Conley, Tribal Consultant and Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA, 93094

Dear Ms. Conley,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

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**Location:** The Project is located in an unincorporated area of Los Angeles County (**Figure 1**). Specifically, the Project is situated within an unsectioned portion of Township 1 South, Range 11 West on the El Monte, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**).

If you wish to begin processing a formal consultation under AB 52, the deadline to request consultation with the Sanitation Districts is set by State law [California Public Resources Code Section 21080.3.1(d)] and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

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Please send written responses for the proposed project to Ms. Stephanie Olague at stephanieolague@lacsd.org or to the following address:

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location


Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

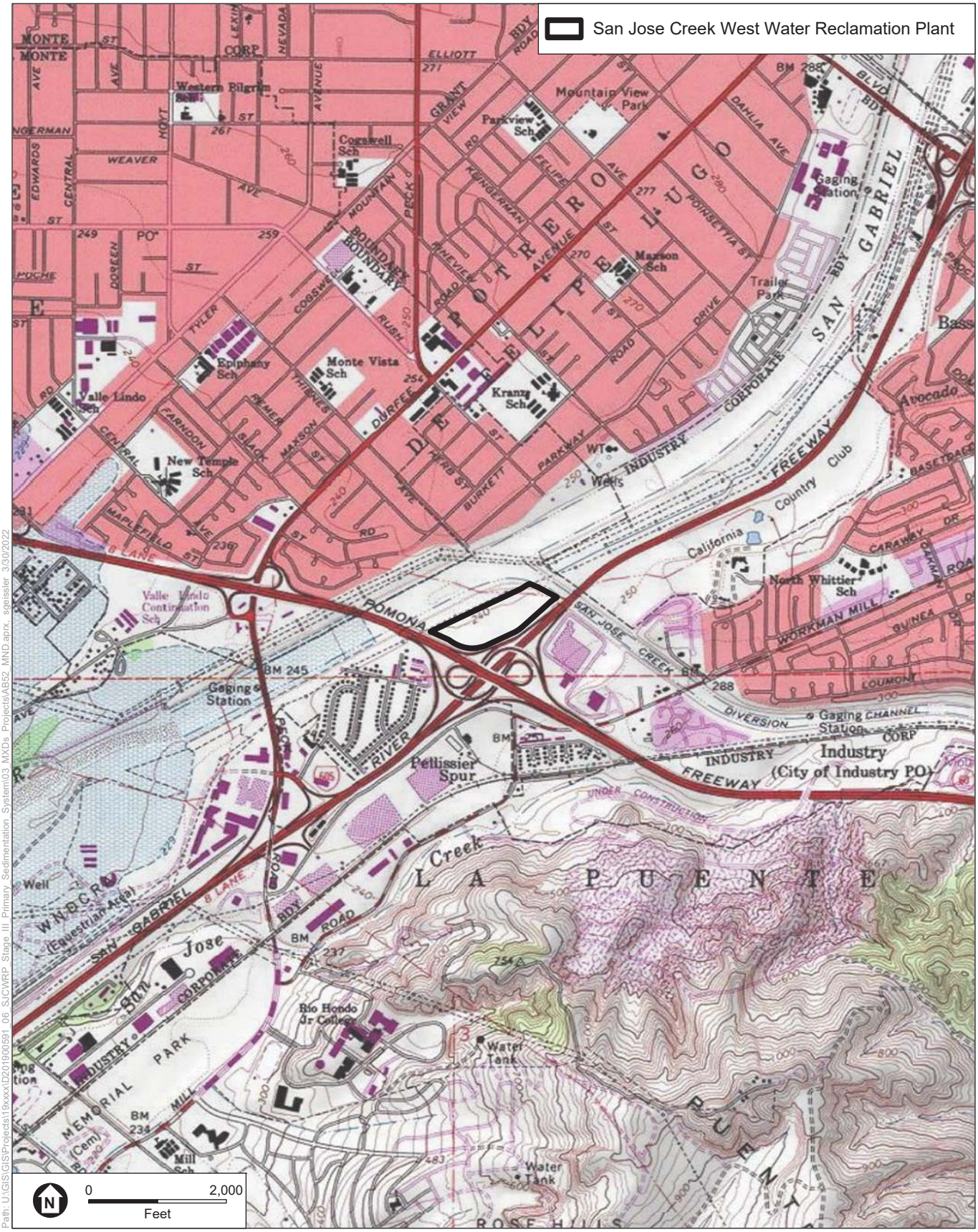
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

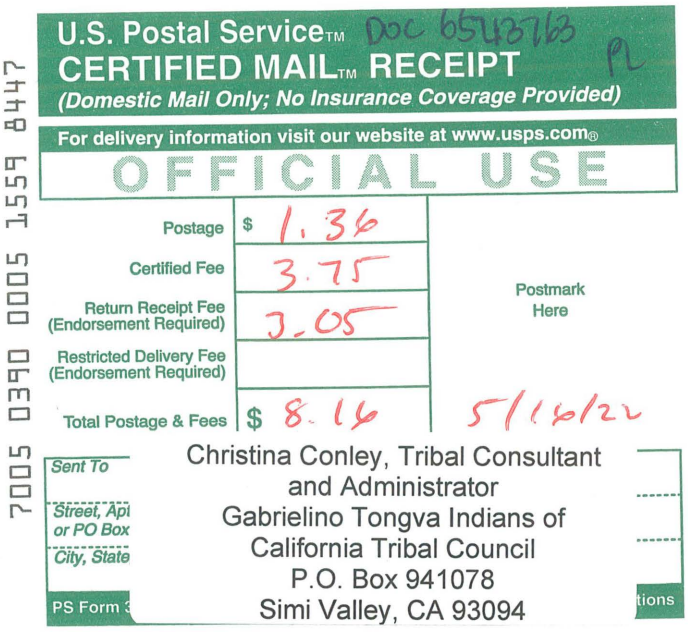
ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

ESA



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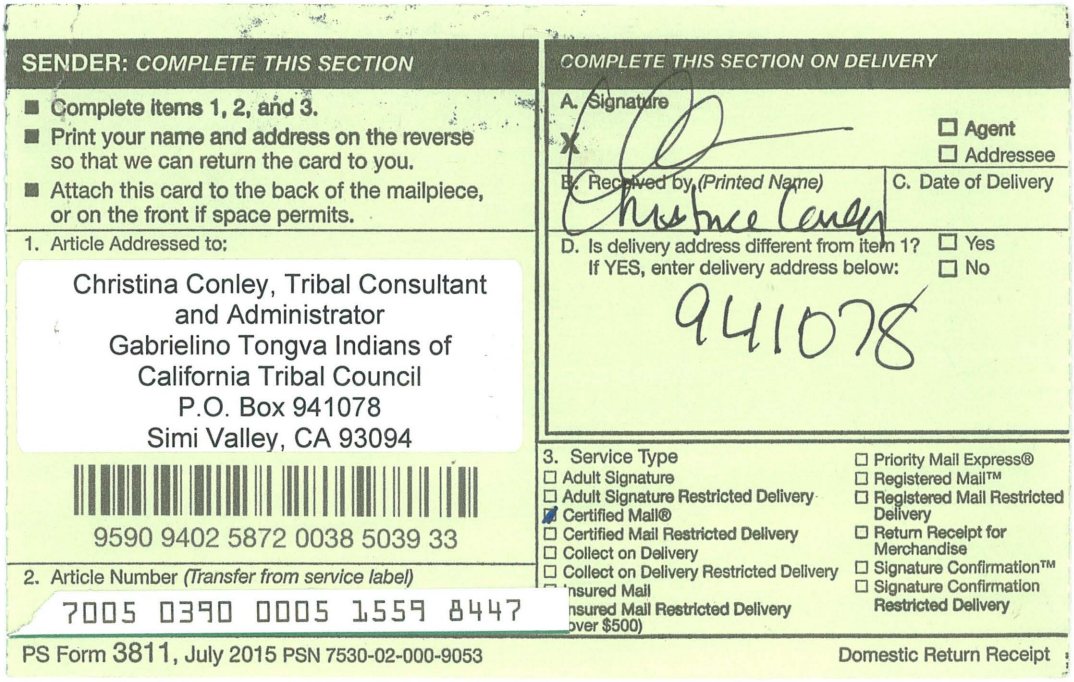
Christina Conley, Tribal Consultant
and Administrator
Gabrielino Tongva Indians of
California Tribal Council
P.O. Box 941078
Simi Valley, CA 93094

PS Form 3 ... tions



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Simi Valley, CA 93094

9590 9402 5872 0038 5039 33

2. Article Number *(Transfer from service label)*
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X
☐ Agent
☐ Addressee

B. Received by *(Printed Name)* Christina Conley
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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8386**

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

Dear Mr. Alvarez,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

**Project Name:** San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion

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If you wish to begin processing a formal consultation under AB 52, the deadline to request consultation with the Sanitation Districts is set by State law [California Public Resources Code Section 21080.3.1(d)] and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

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Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

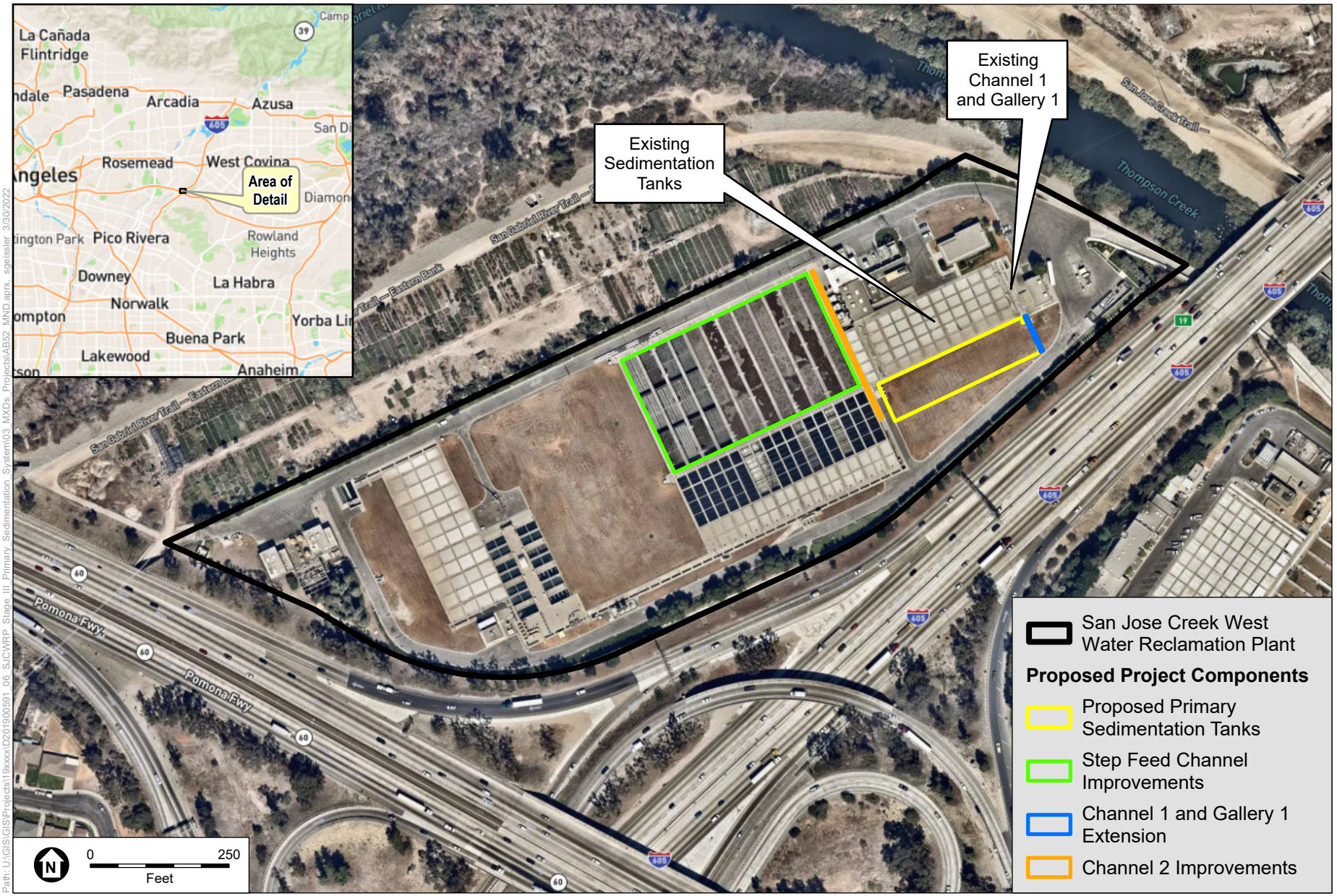
Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location

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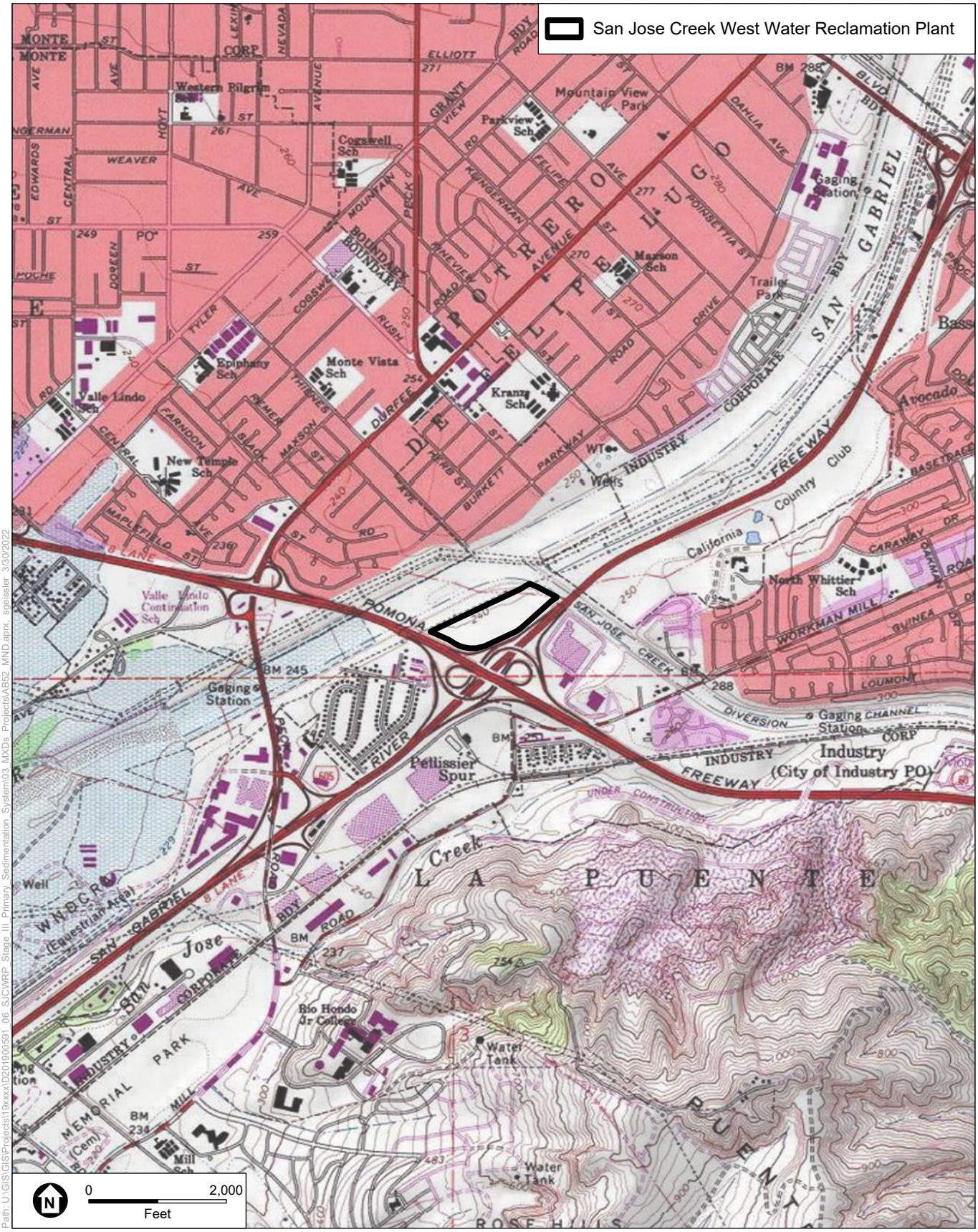
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

ESA

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Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8379**

Lovina Redner, Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

Dear Ms. Redner,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

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Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

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Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
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SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

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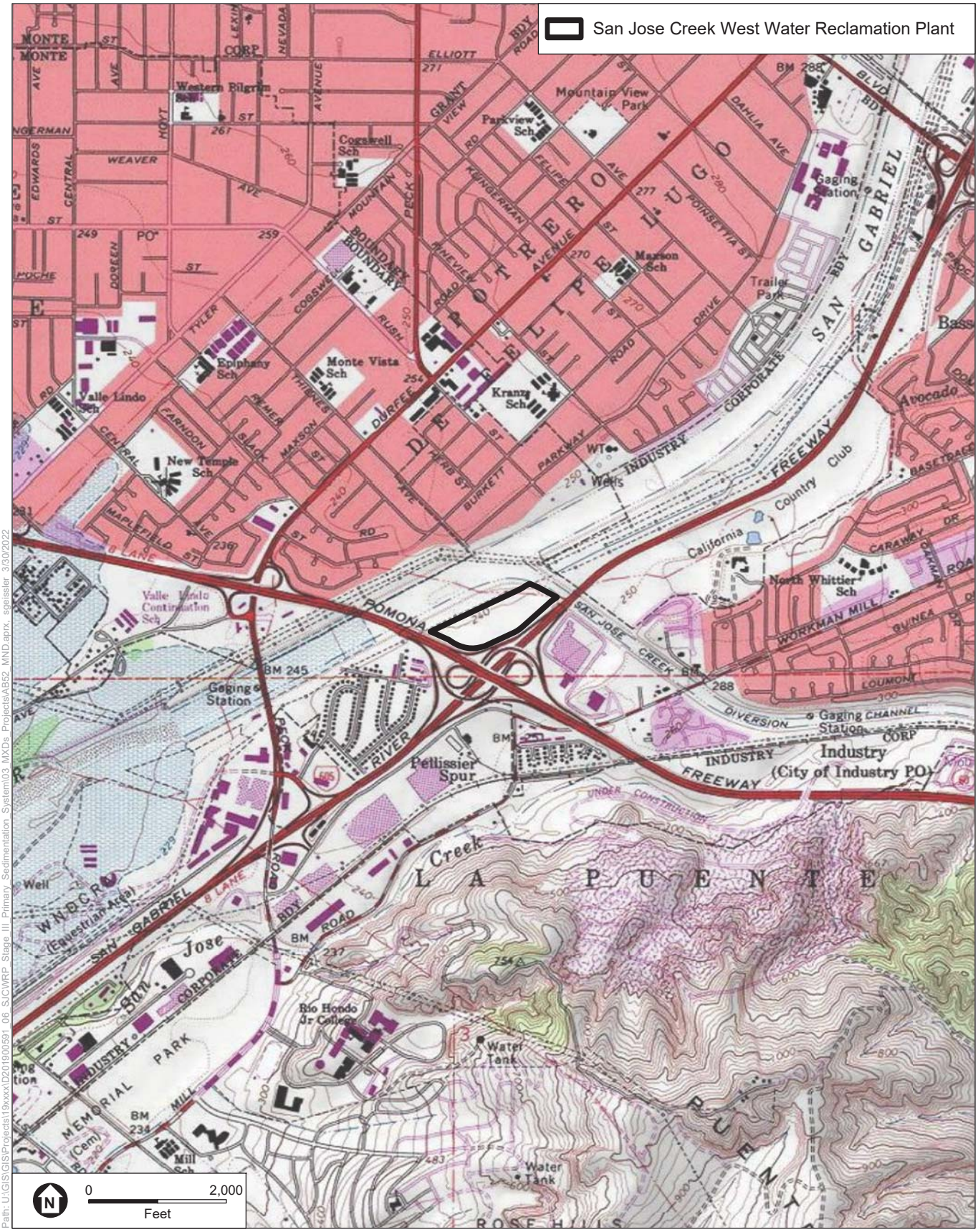


SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

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Lovina Redner, Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

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2. Article Number *(Transfer from service label)*
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(562) 699-7411 • www.lacsd.org

May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8393**

Isaiah Vivanco, Chairperson
Soboba Band of Luiseno Indians
P. O. Box 487
San Jacinto, CA 92581

Dear Mr. Vivanco,

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Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

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Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
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SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

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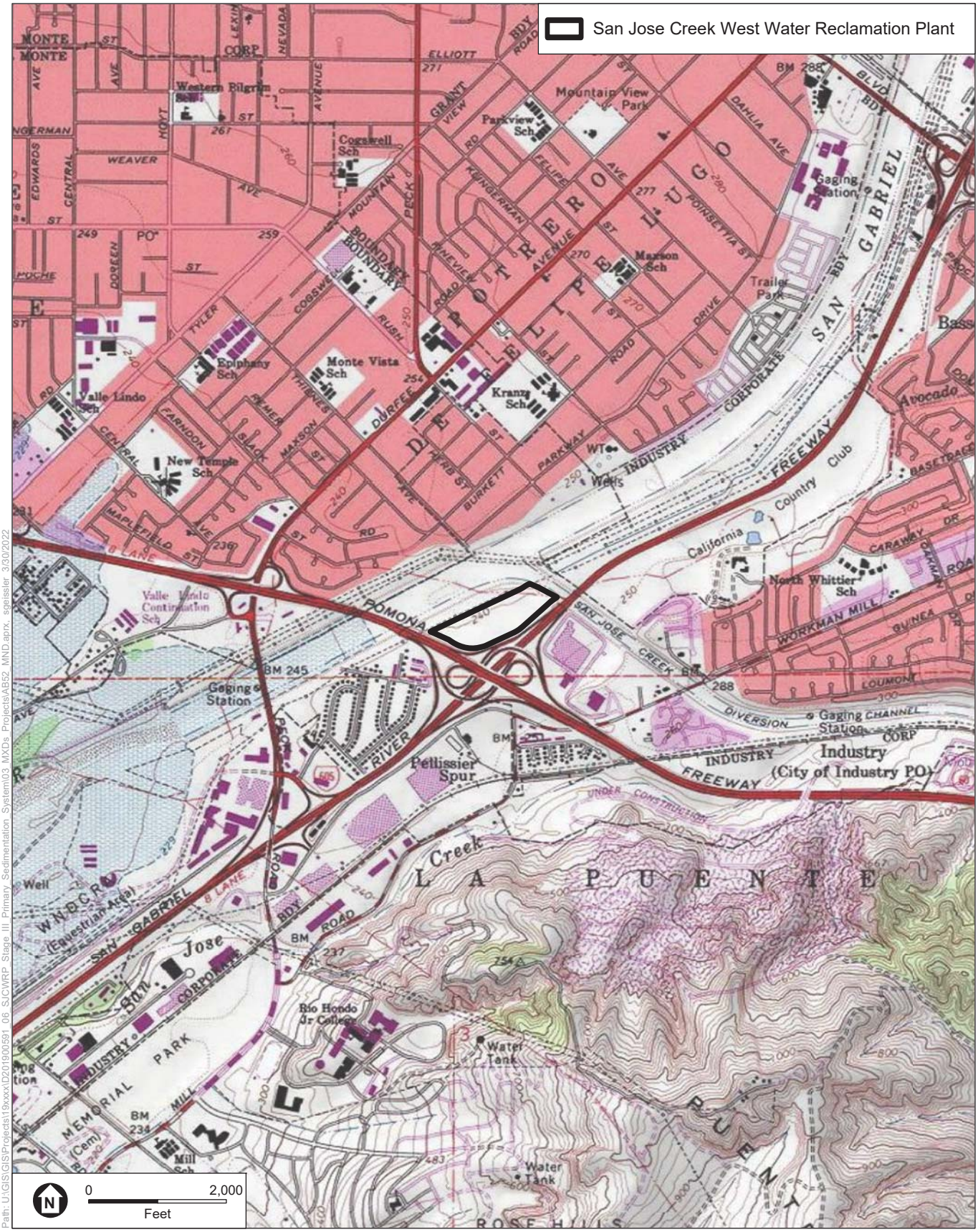


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**Figure 2**
Project Site Location

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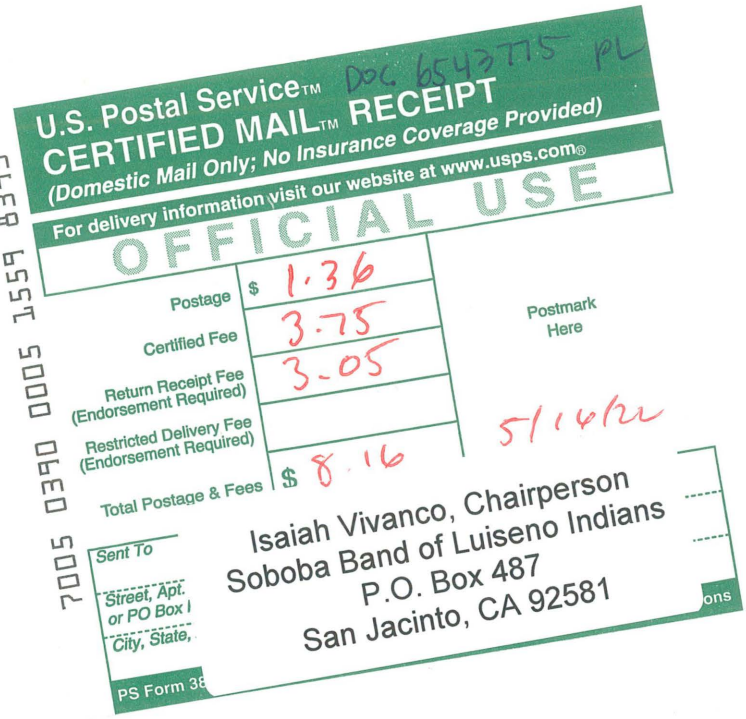

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Isaiah Vivanco, Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

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Soboba Band of Luiseno Indians
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San Jacinto, CA 92581

9590 9402 5872 0038 5040 15

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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8409**

Joseph Ontiveros, Cultural Resource Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

Dear Mr. Ontiveros,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

**Project Name:** San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion

**Proposed Project:** The Sanitation Districts is proposing to implement the SJCWRP Stage III Primary Sedimentation System Expansion Project (Project). The purpose of the Project is to increase wet weather flow treatment capacity and operational flexibility at the SJCWRP. The Project would construct two new primary sedimentation tanks (measuring approximately 300 feet [ft] long by 20 ft wide) south of the existing primary sedimentation tanks at the San Jose Creek West Water Reclamation Plant (SJC West WRP). As part of the new tank construction, the existing Channel 1 and Gallery No. 1 would be extended to match existing design (42 ft long and 11 ft 10 inches wide). The lining and concrete deteriorated at Channels 2 and 3 would be rehabilitated. Ground disturbance associated with the Project would reach a maximum depth of 27 ft 3 inches below ground surface for construction of the primary sedimentation tanks.

**Location:** The Project is located in an unincorporated area of Los Angeles County (**Figure 1**). Specifically, the Project is situated within an unsectioned portion of Township 1 South, Range 11 West on the El Monte, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**).

If you wish to begin processing a formal consultation under AB 52, the deadline to request consultation with the Sanitation Districts is set by State law [California Public Resources Code Section 21080.3.1(d)] and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

If you do not wish to initiate formal consultation on this proposed Project, no response to this notice is needed. If you do not wish to formally consult under AB 52 on this proposed Project, you may participate in the California Environmental Quality Act process for this project on any issue of concern as an interested California Native American tribe, person, citizen, or member of the public.

Please send written responses for the proposed project to Ms. Stephanie Olague at stephanieolague@lacsd.org or to the following address:

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location


Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

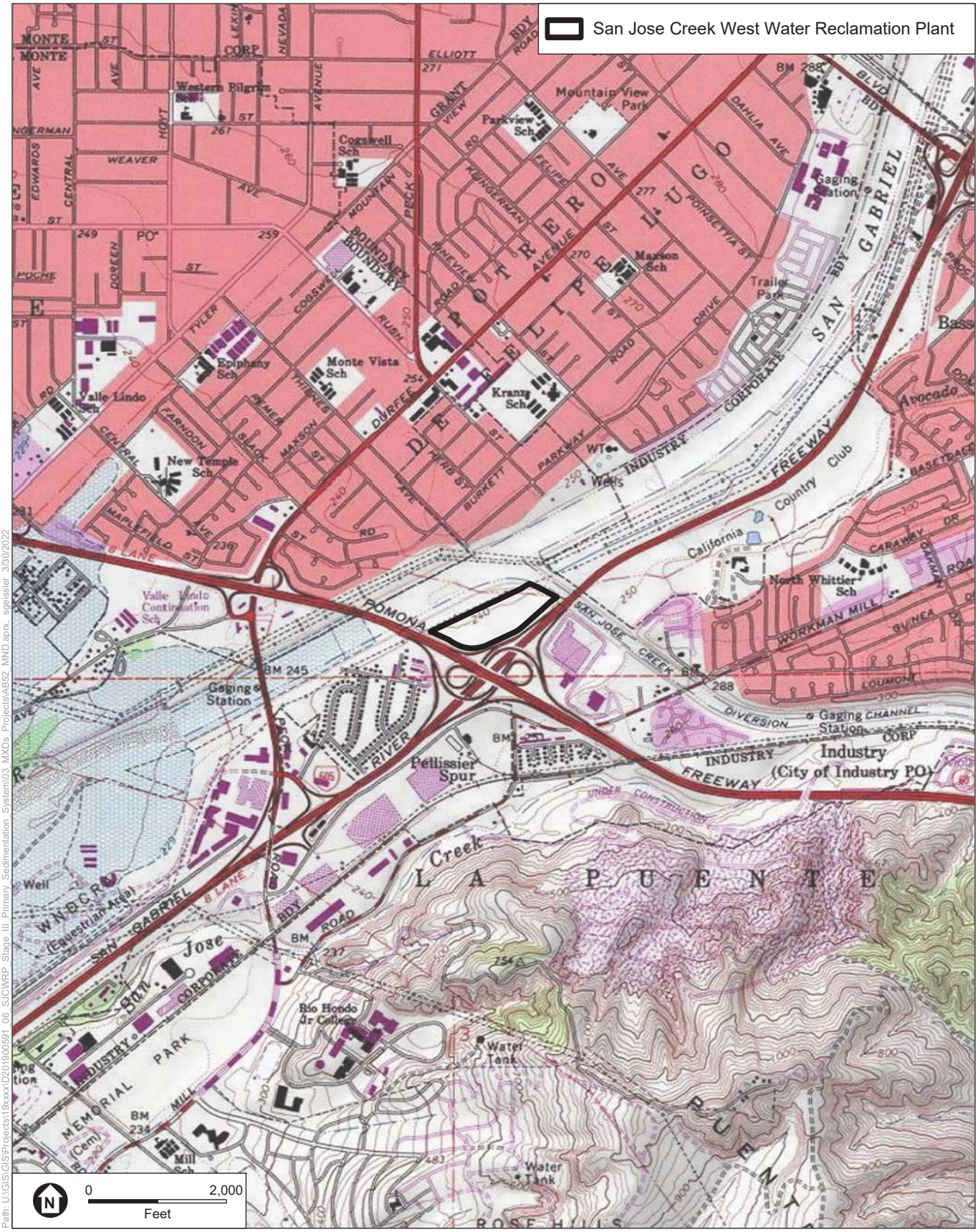
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

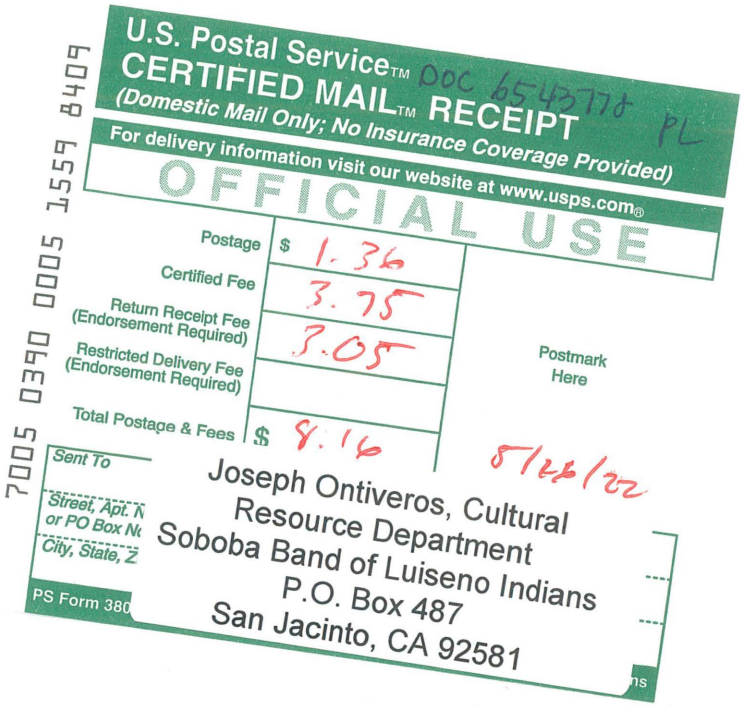
ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

ESA



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Resource Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

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Joseph Ontiveros, Cultural
Resource Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8423**

Michael Mirelez
Cultural Resource Coordinator
Torres Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

Dear Mr. Mirelez,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

**Project Name:** San Jose Creek Water Reclamation Plant (SJCWRP) Stage III Primary Sedimentation System Expansion

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**Location:** The Project is located in an unincorporated area of Los Angeles County (**Figure 1**). Specifically, the Project is situated within an unsectioned portion of Township 1 South, Range 11 West on the El Monte, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 2**).

If you wish to begin processing a formal consultation under AB 52, the deadline to request consultation with the Sanitation Districts is set by State law [California Public Resources Code Section 21080.3.1(d)] and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

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Please send written responses for the proposed project to Ms. Stephanie Olague at stephanieolague@lacsd.org or to the following address:

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location


Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

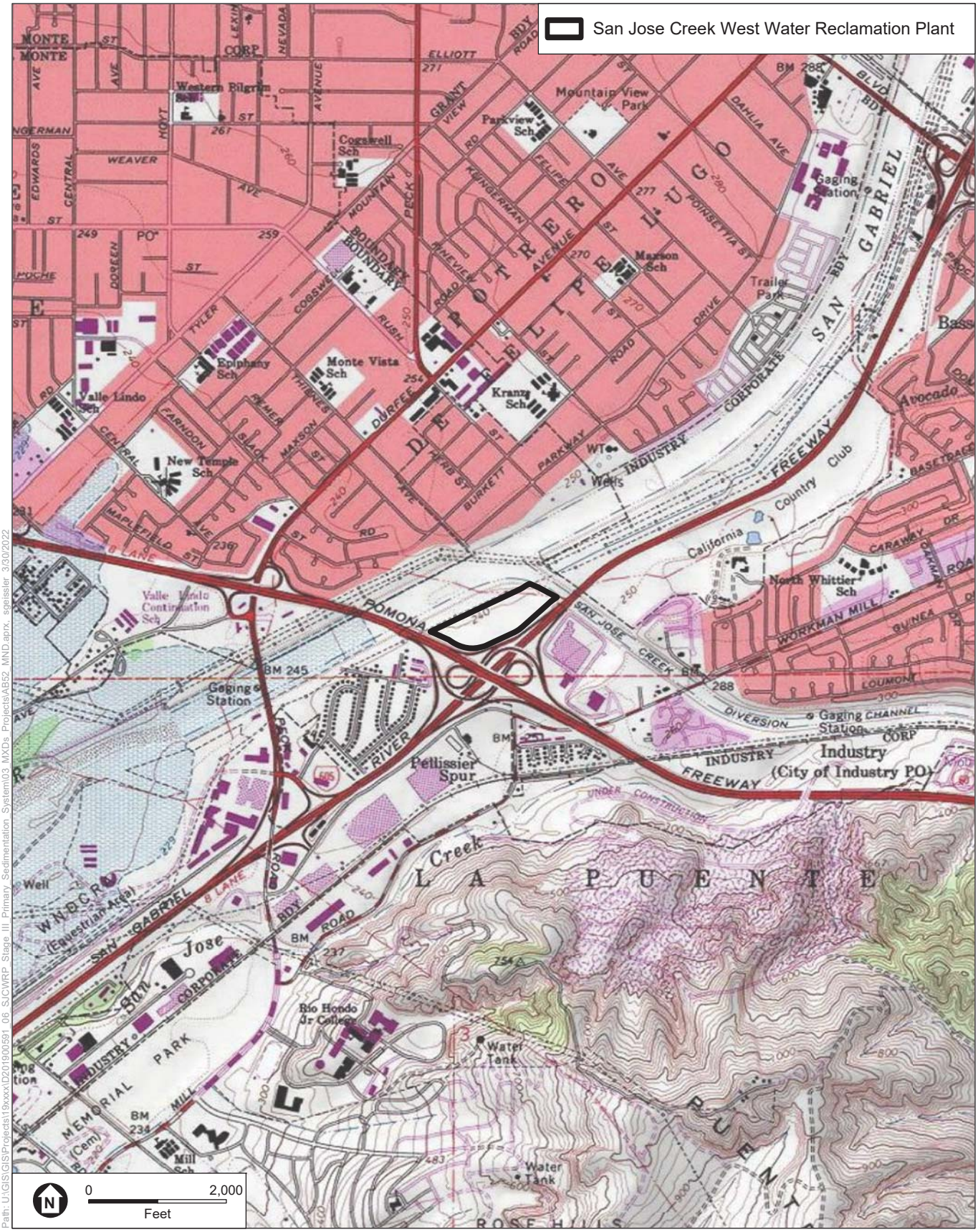
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

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Michael Mirelez
Cultural Resource Coordinator
Torres Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

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Michael Mirelez
Cultural Resource Coordinator
Torres Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

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May 16, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8416**

Lee Clauss, Director
Cultural Resource Management Department
San Manuel Band of Mission Indians
26569 Community Center Dr.
Highland, CA 92346

Dear Mr. Clauss,

**Assembly Bill (AB) 52 (Public Resources Code §21080.3.1):**
**San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion,**
**Unincorporated Los Angeles County, California**

The Los Angeles County Sanitation Districts (Sanitation Districts) is the Lead Agency, pursuant to the California Environmental Quality Act (CEQA), for the San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (hereinafter referred to as Project), Initial Study/Mitigated Negative Declaration (IS/MND). The IS/MND will analyze the environmental impacts of the Project. This letter is intended as formal notification of the proposed Project pursuant to California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the contact person in a tribal request for notice of proposed projects in this geographic area. In compliance with formal notification requirements we are providing the following proposed Project notification and requesting any relevant information you may have regarding cultural resources on or near the Project site:

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Please send written responses for the proposed project to Ms. Stephanie Olague at stephanieolague@lacsd.org or to the following address:

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd.
Whittier, CA 90601

If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

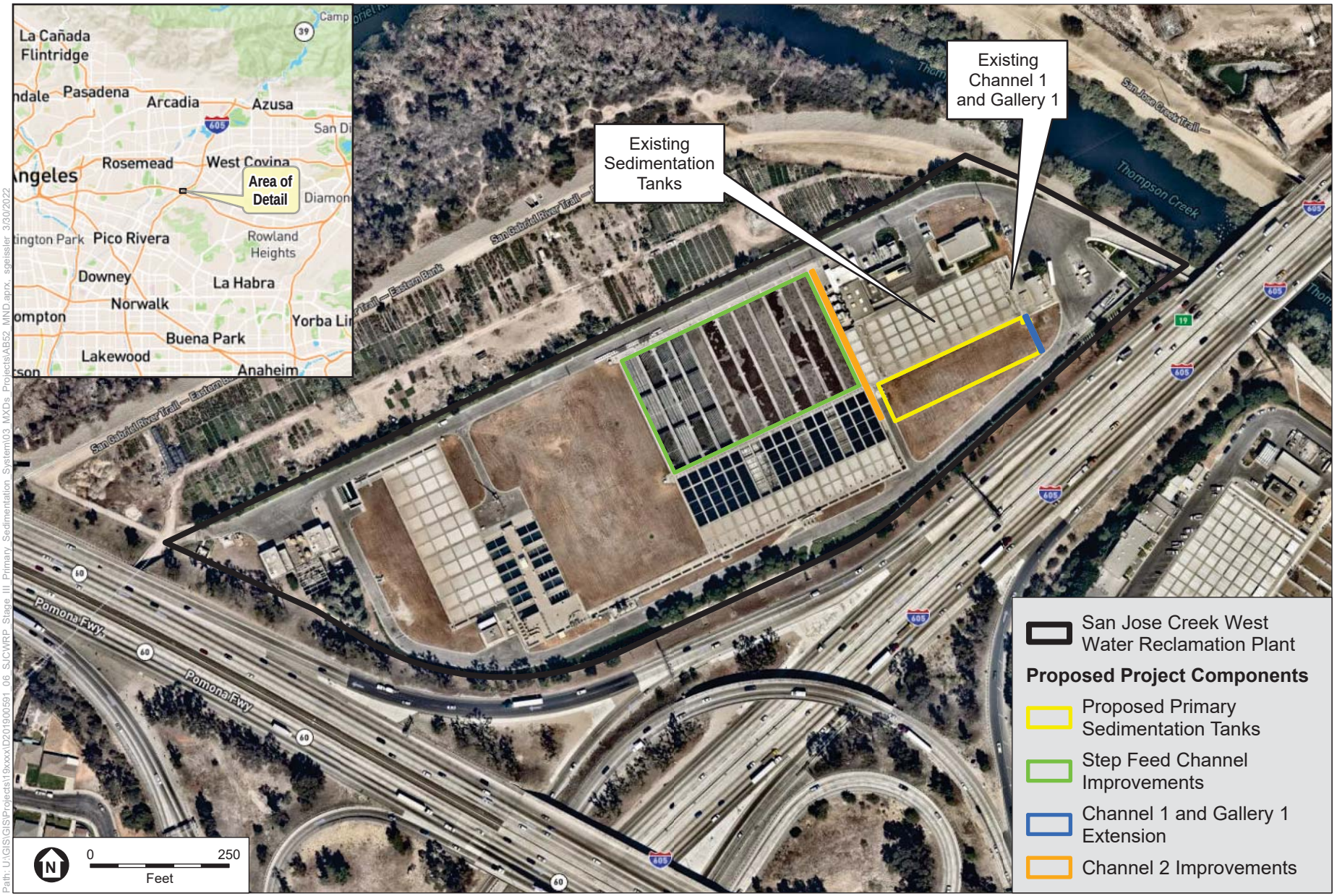
Very truly yours,

Stephanie Olague

Stephanie Olague, Project Engineer
Wastewater Planning Section
Los Angeles County Sanitation Districts
1955 Workman Mill Rd
Whittier, CA 90601

SO:sw

**Attachments:**
Figure 1 – Proposed Project Components
Figure 2 – Project Site Location




Path: U:\GIS\GIS\Projects\19xxxx\D201900591_06_SJCWRP_Stage_III_Primary_Sedimentation_System\03_MXDs_Projects\AB52_MND.aprx, speissler 3/30/2022

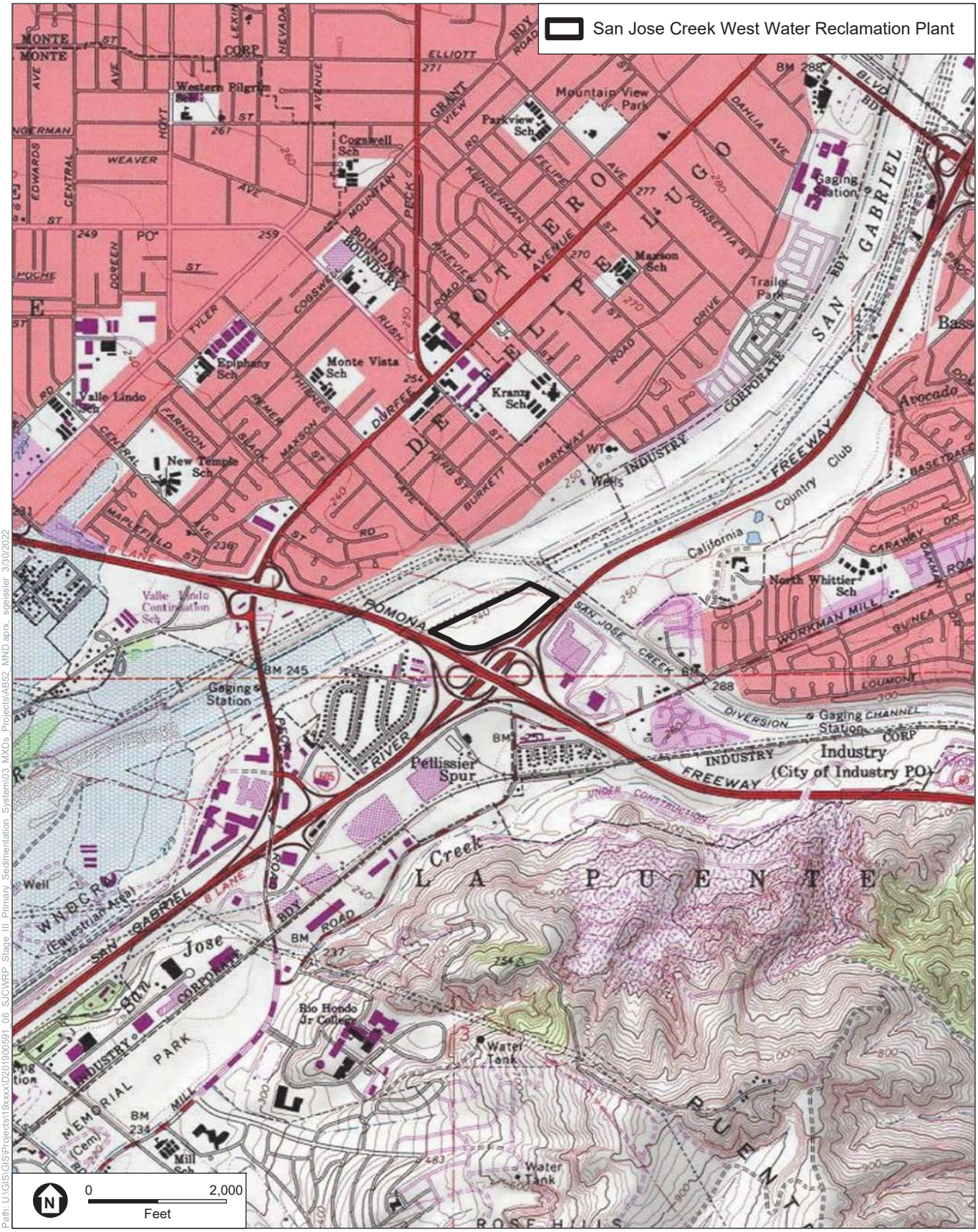
SOURCE: Mapbox, 2021; County Sanitation District, 2020; ESA, 2022

San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 1**

Proposed Project Components

ESA




SOURCE: USGS Topographic Series (El Monte, CA); ESA, 2022 San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System

**Figure 2**
Project Site Location

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Lee Clauss, Director
Cultural Resource Management
Department
San Manuel Band of Mission Indians
26569 Community Center Dr.
Highland, CA 92346

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1. Article Addressed to:

Lee Clauss, Director
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San Manuel Band of Mission Indians
26569 Community Center Dr.
Highland, CA 92346

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GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The Gabrielino Tribal Council - San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

May 19, 2022

Project Name: San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion

Dear Stephanie Olague

Thank you for your letter dated May 16, 2022 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.

Please contact us at your earliest convenience. ***Please Note:AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).***

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

**From:** Christina Marsden Conley
**To:** Olague, Stephanie
**Cc:** Robert Dorame
**Subject:** San Jose Creek Water
**Date:** Monday, June 13, 2022 3:43:03 PM

---

CAUTION: EXTERNAL EMAIL.

We have no comments.

Christina Conley
626.407.8761
Native American Cultural Resource Monitor
Gabrielino Tongva Indians of California

****I am presently on a field site with limited communication- please excuse any typos*****

| | |
|---|---|
| **From:** | Ryan Nordness |
| **To:** | Olague, Stephanie |
| **Subject:** | Notice response for San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion |
| **Date:** | Wednesday, June 22, 2022 10:32:32 AM |

**CAUTION: EXTERNAL EMAIL.**

Dear Stephanie,

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) regarding the above-referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by the Cultural Resources Management Department on May 19th 2022. The proposed project is located outside of Serrano ancestral territory and, as such, YSMN will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates.

Kind regards,
Ryan Nordness
Cultural Resource Analyst
Yuhaaviatam of San Manuel Nation

**Ryan Nordness**
Cultural Resource Analyst
Ryan.Nordness@sanmanuel-nsn.gov
O:(909) 864-8933 Ext 50-2022
M:(909) 838-4053
26569 Community Center Dr Highland, California 92346

LOS ANGELES COUNTY
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**Robert C. Ferrante**
Chief Engineer and General Manager

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Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

July 18, 2022

**VIA CERTIFIED MAIL 7005-0390-0005-1559-8539**

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723

Dear Mr. Salas:

**Continuation of Assembly Bill (AB) 52 (Public Resources Code §21080.3.1) Consultation: San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion, Unincorporated Los Angeles County, California**

On May 16th, 2022, the Los Angeles County Sanitation Districts (Sanitation Districts) sent you written notice and a request for consultation, pursuant to AB 52, for the planned San Jose Creek Water Reclamation Plant Stage III Primary Sedimentation System Expansion (the "Project"), Initial Study/Mitigated Negative Declaration (IS/MND). On June 2nd, 2022, the Sanitation Districts met with Mr. Matthew Teutimez of the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation) for consultation and discussion of the Project and any potential impacts the Project may have on archaeological, cultural, and tribal cultural resources. During that consultation, Mr. Teutimez provided a history of the tribe's presence and activities in and around the Project area. Mr. Teutimez stated that, based on his knowledge and past experiences, previous excavation or the presence of non-native soils at a project site does not necessarily indicate that cultural resources are not in the area. Mr. Teutimez also requested the Sanitation Districts provide the Project site's soil composition.

A records search was conducted on March 18, 2022 by staff from the California Historical Resources Information System (CHRIS) – South Central Coastal Information Center and included a review of all recorded cultural resources and previous studies within the project site and a 0.50-mile radius. The records search results indicate that approximately 45 percent of the 0.50-mile radius and the entirety of the Project site have been included in previous cultural resources assessments. Of the 27 previous studies, two studies (LA-3295 completed in 1988 and LA-4880 completed in 2000) overlap the Project site. A total of nine historic architectural resources have been previously recorded within the 0.50-mile records search radius; however, none are located within or immediately adjacent to the Project site. The San Jose Creek Water Reclamation Plant West (SJCWRP West) facility, where the Project site is located, was constructed in the 1990s. No archaeological resources have been previously recorded within the project site or 0.50-mile radius.

In addition to the consultation meeting and CHRIS records search, representatives from the Sanitation Districts contacted the Native American Heritage Commission (NAHC) on March 22, 2022 to request a search of the Sacred Lands File (SLF). The NAHC responded to the request in a letter dated May 3, 2022 indicating that the results of the records search were positive (attached). The NAHC recommended we contact the Kizh Nation for additional information which we are now doing. If you have additional

information, we ask that you send it to us within the next two (2) weeks as we are in the process of finalizing the Project IS/MND and intend to circulate the draft IS/MND for public review and comment in mid-August.

Geotechnical investigations were conducted for the Project located at the SJCWRP West facility in September 2020. The site was previously graded as part of the original plant construction in the early 1990s. Subsurface exploration data indicates that the top 5 to 10 ft below ground surface (bgs) are likely fill materials as a result of previous site development in the early 1990s and are comprised of predominantly silty sands with some gravel. Underlying the zone of the interpreted artificial fill is shallow younger coarse-grained alluvium with a few thin layers of low-plasticity, fine-grained soils. This unit extends to a depth of about 15 to 25 ft bgs. Starting at about 20 to 25 ft bgs, the explorations encountered older coarse-grained alluvium material classified as primarily dense to very dense sand with low fines content. A copy of the report summarizing the geotechnical investigations is included with this correspondence. While the investigation data seems to indicate a low likelihood of resources being discovered in the proposed areas of disturbance for the Project (due to the presence of modern fill material) we respect the concerns expressed by Mr. Teutimez about the potential for resources even in fill dirt. Please let us know if you require additional information on this subject.

The Sanitation Districts would appreciate any other information the Kizh Nation wishes to provide prior to the completion of the IS/MND, including any suggestions for mitigation measures. Please also note that the Kizh Nation is welcome to submit additional data and comments once the IS/MND is released for public review.

We appreciate you working with us to ensure we capture all pertinent tribal, cultural, and archeological information for this Project. If you have any questions, please contact Ms. Stephanie Olague via email at stephanieolague@lacsd.org or 562-908-4288, extension 2742.

Very truly yours,

Stephanie Olague

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Attachments