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1007 East Victoria Street Project

Final Initial Study/Mitigated Negative Declaration Memorandum



Prepared for:
City of Carson

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INTERNATIONAL

**FINAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
MEMORANDUM**

1007 East Victoria Street Project

State Clearinghouse No. 2019049153

Lead Agency:



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1.0 REVISIONS TO INFORMATION PRESENTED IN THE PUBLIC REVIEW DRAFT IS/MND

1.1 INTRODUCTION

On April 26, 2019, the City of Carson distributed the 1007 East Victoria Street Project Public Review Draft IS/MND (State Clearinghouse No. 2019049153) for public review and comment pursuant to CEQA Guidelines Section 15070. The 1007 East Victoria Street Project (project) was recommended for approval by the City's Planning Commission on May 28, 2019. Since issuance of the Public Review Draft IS/MND, the project Applicant has submitted modifications to the previously analyzed project to address project design considerations suggested by the City Council and Dominguez Hills Village community. Potential impacts resulting from modifications to the previously analyzed project are discussed herein. As presented below, these revisions represent modifications to the previously analyzed project description (April 2019). These revisions do not change the conclusions presented in the April 2019 Public Review Draft IS/MND. The revised project would not create any new significant impacts or require additional mitigation.

1.2 MODIFICATIONS TO THE PREVIOUSLY ANALYZED PROJECT

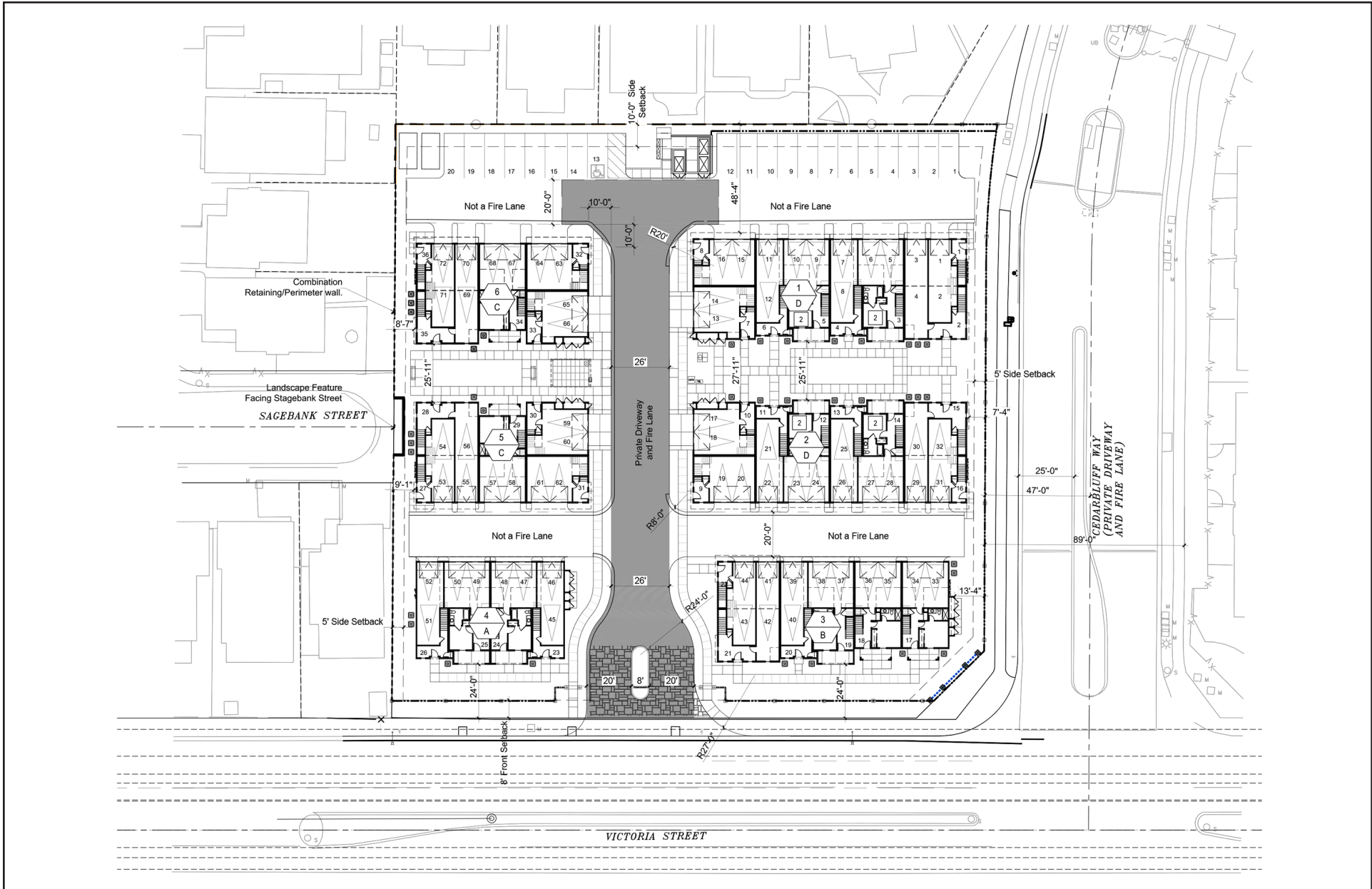
The revised project proposes a 36-unit townhome community distributed among six separate three-story buildings (Building Numbers 1 through 6); refer to Exhibit 1, Revised Conceptual Site Plan. A total of four separate building types (Building Types A through D) are considered for Building Numbers 1 through 6; refer to Exhibit 2a, Revised Proposed Elevations – Building Type A, Exhibit 2b, Revised Proposed Elevations – Building Type B, Exhibit 2c, Revised Proposed Elevations – Building Type C, and Exhibit 2d, Revised Proposed Elevations – Building Type D. Building Types A through D would range in size from 8,770 to 16,620 square feet and would have a maximum building height of approximately 35 feet. Each unit would include two to four bedrooms and would range in size between 1,228 to 1,876 square feet. The exterior building colors would include a variety of neutral earth tones (beiges, browns, and grays) with blue and rust-colored accents, while the project's exterior building materials would include composite shingle roofing, stucco, fiber cement trim and sliding, metal garage doors, wood railings, decorative shutters, light fixtures, vinyl windows, and utility cabinet doors. The revised project's characteristics are described in further detail below.

SITE ACCESS

The site's existing driveways along East Victoria Street and Cedarbluff Way would be abandoned and a new central private driveway/fire lane would be constructed along East Victoria Street. A deceleration lane would be constructed on westbound East Victoria Street to accommodate right turns into the townhome community.

PARKING

The revised project would provide a total of 90 parking spaces, including 72 spaces provided by private garages located on the first floors of Building Numbers 1 through 6 and 18 surface-level guest spaces located along the site's northern boundary.



Source: KTG Architecture + Planning, Sheet A1.0, Architectural Site Plan, October 28, 2019.

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1007 EAST VICTORIA STREET PROJECT
Revised Conceptual Site Plan

Exhibit 1



South Elevation



East Elevation



North Elevation



West Elevation

Source: KTG Architecture + Planning, Sheet A2.0, *Townhome Elevation Building A*, October 23, 2019.

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Revised Proposed Elevations – Building Type A

Exhibit 2a



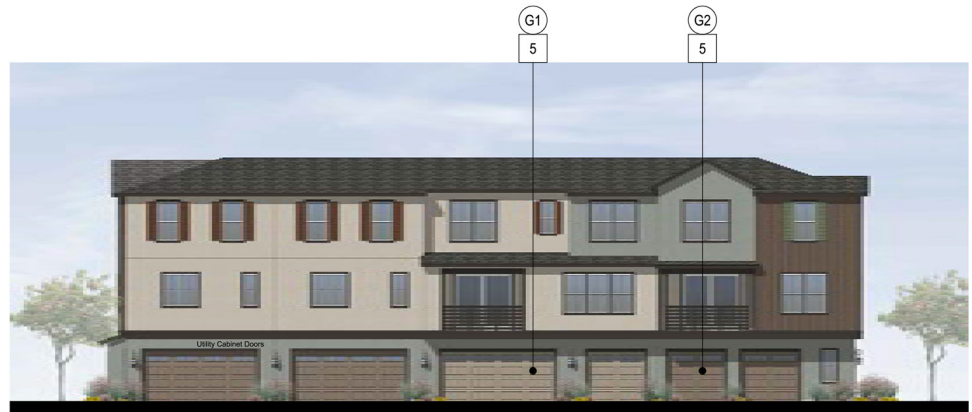
South Elevation



East Elevation



North Elevation



West Elevation

Source: KTG Architecture + Planning, Sheet A2.1, *Townhome Elevation Building B*, October 23, 2019.

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Revised Proposed Elevations – Building Type B

Exhibit 2b



South Elevation



East/West Elevation



North Elevation



East/West Elevation

Source: KTG Architecture + Planning, Sheet A2.2, *Townhome Elevation Building C*, October 23, 2019.

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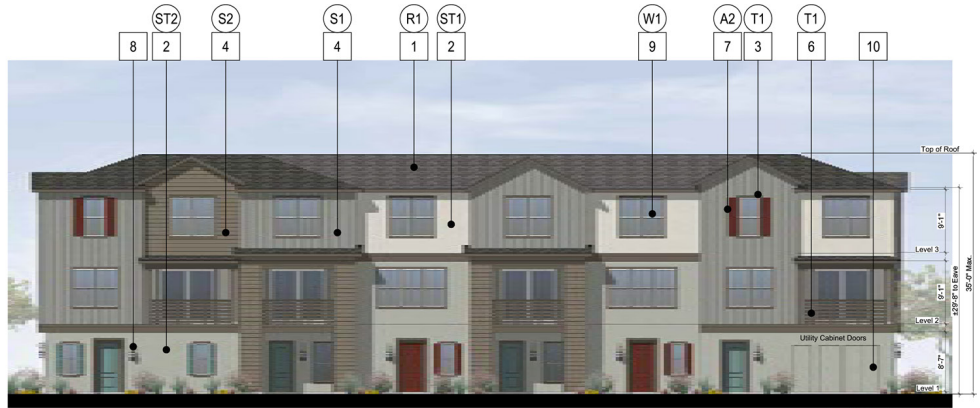
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Revised Proposed Elevations – Building Type C

Exhibit 2c



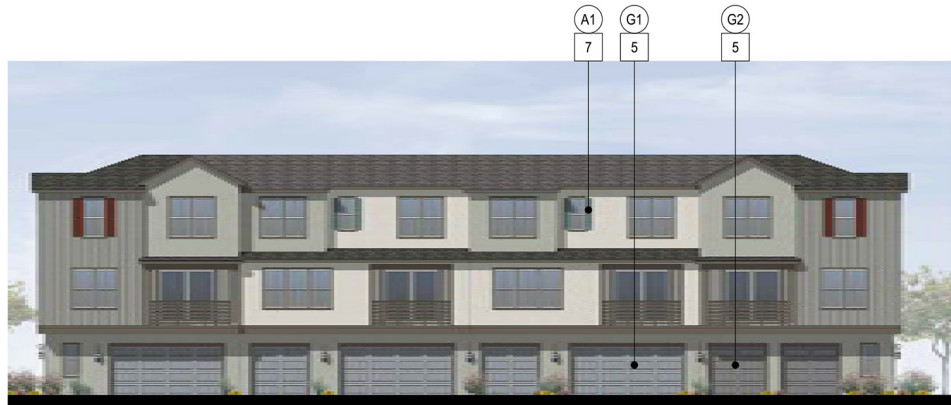
South Elevation



East/West Elevation



North Elevation



East/West Elevation

Source: KTG Architecture + Planning, Sheet A2.3, *Townhome Elevation Building D*, October 23, 2019.

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Revised Proposed Elevations – Building Type D



OPEN SPACE

The revised project would include approximately 25,789 square feet of open space, including approximately 3,924 square feet of private open space (patios and balconies), and a central community open space/pocket park between Building Numbers 1 and 2 and Building Numbers 5 and 6. The central community open space/pocket park would include several amenities for use by the residents, including a shade structure, freestanding barbeque, picnic table, and lawn area for social gatherings.

LANDSCAPING AND TREE REMOVAL

Ornamental landscaping would be installed throughout the project site. Planting materials would include a mix of trees, shrubs, and groundcover, and may include fruitless olive trees, “little gem” magnolia, shoestring acacia, Brisbane box trees, strawberry trees, Australian willow, paperback melaleuca, and Italian cypress; refer to Exhibit 3, Revised Conceptual Landscape Plan. The new project driveway would result in the removal of two existing street trees along East Victoria Street. However, the four existing palm trees at the project’s southeastern boundary and street trees along Cedarbluff Way would be protected in place.

SIGNAGE

The revised project would remove the existing “Dominguez Hills Village” entry monument located at the northwest corner of East Victoria Street and Cedarbluff Way. In addition, a new community entry monument would be installed at the project’s entrance at East Victoria Street.

SPECIFIC PLAN AMENDMENT

As discussed in the Public Review Draft IS/MND, *Specific Plan No. 493 Dominguez Hills Village* (Specific Plan) previously evaluated the project site as a future child care center. The revised project would still require a Specific Plan Amendment to modify the land use controls of Specific Plan No. 493 to allow for a change in land use for Specific Plan Planning Area 12 from “Child Care Center” to “Housing Type D.”

UTILITIES AND SERVICES

The following utilities and services would serve the project site:

- Water. The project site would be served by Golden State Water Company’s (GSWC) Southwest District water system from existing water facilities within East Victoria Street.
- Sewer. The Sanitation District of Los Angeles County (Districts) would provide sanitary sewer service to the project site. The revised project would construct a private 4-inch building lateral sewer system connecting to a new public sewer mainline constructed at the project’s main north/south drive. The new sewer mainline would tie into the public sewer located in East Victoria Street at Manhole No.129 and would flow west in East Victoria Street toward Avalon Street, then north to tie into the Districts-owned 15-inch Victoria Street Trunk Sewer for treatment at the Districts’ Joint Water Pollution Control Plant (JWPCP) in the City of Carson.



LEGEND

1. Central community open space / courtyard parks: active uses to the west and passive uses to the east; refer to Enlargement sheet L-2.
2. Free standing BBQ grill.
3. Metal bench (dark bronze color) around specimen canopy tree.
4. Three community cluster mailboxes, per USPS review and approval.
5. Proposed walls, plaster, gate or fence, per Wall & Fence Plan.
6. Enhanced vehicular paving (with stamped colored concrete) at main project entry.
7. Proposed and Existing trees per sheet L-4 (planting plan).
8. 4' wide common courtyard walkway, natural colored concrete, w/ light broom finish and narrow saw-cut joints.
9. 4' wide community natural colored concrete steps, w/ light broom finish & narrow tooled joints.
10. 3' wide unit entry natural colored concrete walk (4' wide at ADA units), with light broom finish and narrow tooled joints.
11. Accessible parking stall and striping, per Civil plans.
12. Guest parking stall.
13. Natural colored concrete driveway, with light broom finish and tooled joints.
14. Proposed short-term bike rack / parking.
15. Common area landscape, builder installed and HOA maintained.
16. Community entry monument sign / wall to match D.H.V theme monuments, refer to sheet L-3.
17. Proposed trash enclosure, style and materials to complement proposed architecture, refer to sheet L-3.
18. Property line.
19. Existing street sidewalk / parkway to remain.
20. Proposed Transformer to be screened with landscape, quantity and final locations to be determined.
21. Proposed AC units to be screened with fast growing evergreen shrubs min 36" height install.
22. Storm water treatment devices, per Civil plans.
23. Proposed waste receptacle.



Conceptual Images (provided herein are subject to change)



Conceptual Images (provided herein are subject to change)

Source: Studio PAD Landscape Architecture, Sheet L-1, Schematic Landscape Plan, October 25, 2019.

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Revised Conceptual Landscape Plan

Exhibit 3



- **Drainage.** The revised project would install an on-site infiltration system designed to capture a 50-year storm event located along the northern and western boundary of the project site. Any flow in excess of the on-site infiltration system's capacity would bypass the filters and flow to public right-of-way on Sagebank Street via a parkway culvert drain. Once in public right-of-way, stormwater runoff would flow to a County-maintained storm drain that ultimately outlets to the San Gabriel River.

PHASING/CONSTRUCTION

The revised project's earthwork includes approximately 2,780 cubic yards of cut and 844 cubic yards of soils export and would occur for a duration of two weeks beginning in May 2020. Paving would begin in August 2020 and would occur over a duration of one week. Project construction would occur over three phases (Phases 1 through 3). Phase 1 would begin in August 2020 and would involve construction of the project's model units over a duration of 103 days. Phase 2 would begin in December 2020 and would involve construction of first production condominium units over a duration of 163 days. Phase 3 would begin in April 2021 and would involve construction of second production condominium units over a duration of 240 days. Project construction would cease in December 2021.

AGREEMENTS, PERMITS, AND APPROVALS

The revised project would require the same agreements, permits, and approvals as previously analyzed. These agreements, permits, and approvals are described below and may change as the project entitlement process proceeds.

City of Carson

- California Environmental Quality Act Clearance
- Vesting Tentative Tract Map
- Design Overlay Review
- Specific Plan Amendment

Los Angeles Regional Water Quality Control Board

- NPDES General Construction Permit

South Coast Air Quality Management District

- Construction Permit

Table 1, Project Comparison, provides a comparison of the previously analyzed project to the revised project.



Table 1
Project Components

Project Components		Previously Analyzed Project	Revised Project
Number of Condominium Units		38 units	36 units
Number of Buildings		6 Buildings	6 Buildings
Maximum Building Height		35 feet	35 feet
Building Sizing		12,315 to 14,859 square feet	8,770 to 16,620 square feet
Condominium Unit Sizing		1,239 to 1,872 square feet	1,228 to 1,876 square feet
Site Access		Central private driveway/fire lane would be constructed along Cedarbluff Way	Central private driveway/fire lane would be constructed along East Victoria Street ¹
Parking		96 spaces	90 spaces
Open Space		18,650 square feet	25,789 square feet
Tree Removal		1 tree ²	2 trees
Signage		Relocation of the existing "Dominguez Hills Village" entry monument	Removal of the existing "Dominguez Hills Village" entry monument
Utilities	Water	Existing water facilities within East Victoria Street	Existing water facilities within East Victoria Street
	Sewer	Private 4-inch building lateral sewer system connected to a new public sewer mainline constructed on the main east/west drive ³	Private 4-inch building lateral sewer system connected to a new public sewer mainline constructed on the main north/south drive
	Drainage	On-site infiltration system	On-site infiltration system
Grading Cut/Fill ⁴		6,453 cubic yards (Cut) 5,792 cubic yards (Fill)	2,780 cubic yards (Cut) 844 cubic yards (Fill)
Phasing/Construction		3 Phases beginning in October 2019	3 Phases beginning in May 2020
<p>Notes:</p> <ol style="list-style-type: none"> 1. A deceleration lane would be constructed on westbound East Victoria Street to accommodate right turns into the townhome community. 2. The previously analyzed project also proposed the relocation of two existing palm trees. These trees would not be impacted by the revised project. 3. The previously analyzed project also included an option to modify the western retaining wall and connect to the existing public sewer in within Sagebank Street in case connection to the public sewer in East Victoria Street was infeasible. This option is not considered for the revised project. 4. Grading cut/fill volumes were overly-conservative under the previously analyzed project and have been refined as part of the revised project to better reflect estimated raw cut, spoils, raw import, over excavation, adjusted import, and export. 			

1.3 POTENTIAL IMPACTS RESULTING FROM MODIFICATIONS TO THE PREVIOUSLY ANALYZED PROJECT

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) **Have a substantial adverse effect on a scenic vista?**

As detailed in the Public Review Draft IS/MND, the *Carson General Plan* (General Plan) does not designate any scenic resources within the City of Carson. Further, the project site is relatively flat and is surrounded in all directions by urbanized uses. As such, the revised project would not result in substantially greater impacts than previously analyzed in the Public Review Draft IS/MND. No impacts would occur in this regard.



Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The Public Review Draft IS/MND determined that project implementation would not substantially damage scenic resources within a State scenic highway, as there are no officially-designated State scenic highways in the City of Carson. Further, no scenic highways, roadways, or corridors are identified by the General Plan. As such, the revised project would similarly have no impact in this regard and would not result in substantially greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

The Public Review Draft IS/MND determined that the project would have a less than significant impact on visual character as the project would not conflict with applicable Specific Plan development standards. Further, the project's design, including its architectural features, landscaping, signage, and secondary functional and accessory features would be reviewed for approval as part of the City's Design Overlay Review process. This regulatory procedure would verify that the project's design is compatible with development in the surrounding vicinity.

As discussed in Land Use and Planning Response (b), development of the revised project would not conflict with applicable Specific Plan development standards. Like the previously analyzed project, the revised project would be subject to the City's Design Overlay Review procedures to ensure its design is compatible with surrounding development. As such, the revised project would similarly have less than significant impact on visual character/quality and would not result in substantially greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.



Level of Significance: Less Than Significant Impact.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Public Review Draft IS/MND concluded that no short-term impacts to light or glare would occur based on the project's limited scope of activities and since no construction activities would be permitted after 6:00 p.m. on weekdays or on Sundays or City holidays (*City of Carson Municipal Code* [Municipal Code] Section 4140(i) and 4140(j)). Long-term impacts related to light and glare were determined to be less than significant following conformance with all exterior lighting requirements included in the Specific Plan and Municipal Code Section 9127.1, *Exterior Lighting*, which requires exterior lighting to be directed away from all adjoining and nearby residential property. The project's potential to result in daytime glare as a result of exterior building materials would be reduced to less than significant levels through the City's Design Overlay Review process.

The revised project would comply with the lighting requirements identified in the Specific Plan and Municipal Code and would not generate additional daytime or nighttime illumination or glare beyond what was previously analyzed in the Public Review Draft IS/MND. Impacts would be less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

As detailed in the Public Review Draft IS/MND, the project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, similar to the previously analyzed project, the revised project would not convert important farmland to non-agricultural use. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.



Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agricultural use nor is it under a Williamson Act contract. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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))?

The project site is not zoned for forest land, timberland, or timberland production use. Therefore, revised project would not conflict with such zoning and would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Refer to Agriculture and Forestry Resources Response (c). No impacts would occur.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.



- 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?**

Refer to Agriculture and Forestry Resources Response (a) through (d). No impacts would occur.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?**

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would not conflict with or obstruct the implementation of the South Coast Air Quality Management District (SCAQMD) *2016 Air Quality Management Plan for the South Coast Air Basin* (2016 AQMP). The previously analyzed project was determined to be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP and would comply with all feasible emission reduction measures identified by SCAQMD. Impacts were determined to be less than significant in this regard.

The previously analyzed project proposed to construct a 38-unit townhome community with a density of 24.2 dwelling units per acre. As currently proposed, the revised project would develop a 36-unit townhome community with a reduced density of 22.9 dwelling units per acre. As a result, the revised project would be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP. The revised project would also comply with all feasible emission reduction measures identified by SCAQMD. As a result, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



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?

Short-Term Construction Impacts

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would have less than significant short-term construction impacts, as the project would not exceed SCAQMD short-term construction emissions thresholds.

As shown in Table 2, Revised Project Construction Related Emissions, the revised project would not exceed the established SCAQMD Thresholds for short-term construction emissions. Like the previously analyzed project, the revised project would be subject to conformance with all required rules and regulations in place to reduce short-term air quality impacts, including SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.) and SCAQMD Regulation XI, *Rule 1113 – Architectural Coating* (which require architectural coatings to comply with specifications on painting practices). As such, the revised project would not result in short-term construction impacts greater than previously analyzed in the Public Review Draft IS/MND.

Table 2
Revised Project Construction Related Emissions

Emissions Source	Pollutant (pounds/day) ^{1, 2, 3}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 1						
Construction Emissions ²	4.83	46.33	38.22	0.09	6.89	4.14
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2						
Construction Emissions ²	6.63	61.57	53.09	0.13	2.81	2.95
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 3						
Construction Emissions ²	33.16	26.01	25.70	0.06	1.87	1.27
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter; PM _{2.5} = Fine Particulate Matter.						
2. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
3. The reduction/credits for construction emissions are based on “mitigation” included in CalEEMod and are required by the SCAQMD Rules. The “mitigation” applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the “mitigated” emissions shown in <u>Appendix B, Revised Air Quality Data</u> .						
Refer to <u>Appendix B, Revised Air Quality Data</u> , for assumptions used in this analysis.						



Long-Term Operational Impacts

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would have a less than significant long-term air quality impacts resulting from project-related traffic, and emissions from stationary area and energy sources.

The revised project would consist of a 36-unit townhome community, which would result in a reduction of two residential condominium units from the previously analyzed project. As the revised project's reduction of two residential condominium units would result in proportionally reduced daily trips, the revised project would generate less mobile source emissions as a result of project traffic than that analyzed in the Public Review Draft IS/MND. Long-term operational emissions associated with the project would nominally decrease in this regard, and the revised project would not result in long-term operational impacts greater than previously analyzed in the Public Review Draft IS/MND.

Air Quality Health Impacts

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would have a less than significant air quality health impact since the previously analyzed project would not exceed SCAQMD thresholds for construction and operational air emissions.

As discussed in Air Quality Response (a), the revised project would not exceed the established SCAQMD construction thresholds. Furthermore, the revised project would not exceed SCAQMD thresholds for operational air emissions and would lower the number of dwelling units (38 to 36 units). Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the revised project would have a less than significant impact for air quality health impact and not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Cumulative Construction and Long-term Impacts

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would have a less than significant impact in regard to cumulative construction and long-term impacts since the previously analyzed project would not exceed SCAQMD thresholds for construction and operational air emissions.

Like the previously analyzed project, the revised project would comply with all applicable SCAQMD rules and regulations identified by the Public Review Draft IS/MND (i.e. SCAQMD Rule 403). The revised project would also comply with adopted 2016 AQMP emissions control measures. Thus, it can be reasonably inferred that the revised project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the South Coast Air Basin (Basin). Furthermore, as the revised project would not exceed SCAQMD adopted operational thresholds, the revised project would not contribute to a cumulatively considerable net increase of any nonattainment criteria pollutant. Thus, the revised project would have a less than significant impact cumulative construction and long-term impacts and would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.



Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would have less than significant localized significance thresholds (LSTs) impact, as the project would not exceed SCAQMD thresholds for Source Receptor Area (SRA) 4.

As shown in Table 3, Revised Project Localized Significance of Emissions, the revised project would not exceed the established SCAQMD Thresholds for localized significant thresholds. Furthermore, the revised project would generate reduced particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) emissions compared to the previously analyzed project due to the reduction in soil export (5,792 cubic yards previously analyzed versus 844 cubic yards). As such, the revised project would not result in LST impacts greater than previously analyzed in the Public Review Draft IS/MND.

Table 3
Revised Project Localized Significance of Emissions

Source	Pollutant (pounds/day) ³			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction (Grading Phase)				
On-Site Emissions ¹	34.22	21.08	6.54	4.04
On-Site Emissions with SCAQMD Rules Applied ¹²	34.22	21.08	3.54	2.50
Localized Significance Threshold ²	46	574	4	3
Thresholds Exceeded?	No	No	No	No
Notes:				
1. The grading phase emissions are presented as the worst-case scenario for NO _x , CO, PM ₁₀ , and PM _{2.5} .				
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.				
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 1.0 acre; therefore the 1-acre threshold was used) and the source receptor area (SRA 4).				
Refer to <u>Appendix B, Revised Air Quality Data</u> , for assumptions used in this analysis.				

Carbon Monoxide Hotspots

The Public Review Draft IS/MND determined that implementation of the previously analyzed project and its 278 daily trips would not cause a carbon monoxide (CO) hotspot to occur and impacts would be less than significant in this regard.



As the revised project's reduction of two residential condominium units would result in proportionally reduced daily trips, and the previously analyzed project showed a CO hotspot would not occur, it can be reasonably inferred that the revised project would also not cause a CO hotspot to occur. As a result, the revised project would not result in CO hotspot impacts greater than previously analyzed in the Public Review Draft IS/MND.

Air Quality Health Impact

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would not cause an air quality health impact due to LSTs and CO hotspots, and that impacts would be less than significant

As discussed above, the revised project would not exceed SCAQMD LSTs thresholds for SRA 4 and would have lower PM₁₀ and PM_{2.5} emissions compared to the previously analyzed project due to a reduction in soil exported. Furthermore, the revised project would not cause a CO hotspot to occur. Thus, the revised project would not cause an air quality health impact due to LSTs and CO hotspots to occur and as a result, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would not result in odors that would adversely affect a substantial number of people. Impacts were determined to be less than significant in this regard.

The revised project would not involve changes to the Public Review Draft IS/MND's previously analyzed land use (i.e., residential condominium community) or construction equipment assumptions. As a result, the revised project would not result in odor impacts greater than previously analyzed in the Public Review Draft IS/MND. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



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?**

According to the *Carson General Plan Environmental Impact Report* (General Plan EIR), the City of Carson does not support any sensitive or special status species. Thus, the revised project would not adversely affect any candidate, sensitive, or special status species. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

- 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?**

According to the General Plan EIR, riparian habitat within the City of Carson is limited to the Carson Harbor Village Mobile Home Park located at the northwest portion of the City. As discussed, the project site is disturbed and is located within an urbanized area of the City. Thus, the revised project would not adversely affect riparian habitat or other sensitive natural communities. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

- 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?**

According to the General Plan EIR, wetland habitat within the City of Carson is limited to the Harbor Village Mobile Home Park located at the northwest portion of the City. As discussed, the project site is disturbed and is located within an urbanized area of the City. Thus, the revised project would not adversely affect State or Federally protected wetlands. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.



Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

The previously analyzed project required the removal of one street tree along Cedarbluff Way (the two existing palm trees in the median island of Cedarbluff Way were proposed for relocation). Although the revised project would result in the removal of two existing street trees along East Victoria Street, Mitigation Measure BIO-1 of the Public Review Draft IS/MND would require completion of a pre-construction nesting bird clearance survey to determine the presence/ absence, location, and status of any active nests on or adjacent to the project site. If the nesting bird clearance survey indicates the presence of nesting birds, Mitigation Measure BIO-1 requires buffers to ensure that any nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA). As a result, the revised project's removal of an additional street tree is not anticipated to worsen impacts identified as part of the Public Review Draft IS/MND. Impacts would remain less than significant with mitigation incorporated.

Public Review Draft IS/MND Mitigation Measures:

BIO-1 If project construction is scheduled within the avian nesting season (nesting season generally extends from January 1 through July 31 for raptors and February 1 through August 31 for all other birds), a pre-construction clearance survey for nesting birds shall be conducted by qualified biologist in all work areas and within 500 feet of the general construction zone no more than one week prior to construction. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of Carson Planning Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a buffer around the active nest to be determined by the qualified biologist. For listed and raptor species, this buffer shall be determined by the qualified biologist. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Carson Planning Department and any other appropriate agencies.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

According to the General Plan EIR, the City of Carson does not have any local policies or ordinances protecting biological resources or a tree preservation policy or ordinance. Thus, the revised project would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

According to the General Plan EIR, no areas within the City of Carson are located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, the revised project would not conflict with the provisions of any such plans. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The project site is vacant and disturbed with no structures on-site. According to the General Plan EIR, only two historic resources exist within the City: the initial United States Air Meet near 18501 South Wilmington Avenue, and a Dominguez Rancho Adobe home located at 18127 Alameda Street (in Carson's Sphere of Influence). These historic resources are not located on-site or near the project site and would not be disturbed by construction or operations of the revised project. Therefore, the revised project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.



Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The Public Review Draft IS/MND included Mitigation Measures CUL-1 through CUL-4 to reduce potential impacts to previously undiscovered archaeological resources to less than significant levels. Mitigation Measure CUL-1 would ensure Workers Environmental Awareness Program (WEAP) training is implemented to address cultural resources issues anticipated at the site; Mitigation Measure CUL-2 would require archaeological and Native American monitoring on-site; and Mitigation Measures CUL-3 and CUL-4 establish protocol should any archaeological resources or tribal cultural resources be identified during grading and ground-disturbing activities.

The revised project would comply with the mitigation measures included in the Public Review Draft IS/MND to ensure impacts to unknown archaeological resources during project grading and construction activities are reduced to less than significant levels. Overall, the revised project would not result in archaeological impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures:

CUL-1 Workers Environmental Awareness Program. The Project Applicant shall prepare and implement a Workers Environmental Awareness Program (WEAP) training to address cultural resources issues anticipated at the site. The WEAP shall include information of the laws and regulations that protect cultural resources, the penalties for a disregard of those laws and regulations, what to do if cultural resources are unexpectedly uncovered during demolition and construction, and contact information for a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, who shall be contacted in the case of unanticipated discoveries. The WEAP shall also include Project-specific information regarding the potential for and types of prehistoric and historic resources that may potentially be encountered.

CUL-2 Archaeological and Native American Monitoring. The project applicant shall retain and compensate for services a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, and a qualified Native American monitor, approved by the Gabrieleno Band of Mission Indians – Kizh Nation Tribal Government and listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the region, to perform all mitigation measures related to prehistoric and historic cultural resources for the project. An archaeologist and Native American monitor shall be present to monitor all initial ground disturbing activities associated with the project, including but not limited to: demolition, removal of building foundations and asphalt, pot-holing or auguring, grubbing, tree removals/weed abatement, boring/grading of soils, drilling/trenching for utilities, excavations associated with development, etc. The monitors shall complete daily monitoring logs. The logs will provide descriptions of the daily



activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitors are required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k).

If, during initial ground disturbance, the monitors determine that the ground disturbing activities have little or no potential to impact cultural resources, and/or the monitors determine that ground disturbances would occur within previously disturbed and non-native soils, the qualified archaeologist may recommend that monitoring may be reduced or eliminated. This decision will be made in consultation with the Native American monitor and the City of Carson. The final decision to reduce or eliminate monitoring shall be at the discretion of the City of Carson. If cultural resources are encountered during ground disturbing activities, work within the immediate area must halt and the find must be evaluated for local and/or State significance.

CUL-3 Unanticipated Discovery of Cultural Resources. If cultural resources are encountered during demolition and ground-disturbing activities, work in the immediate area shall halt and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any significant impacts.

CUL-4 Unanticipated Discovery of Tribal Cultural Resources. If any archaeological resources are unearthed during project demolition and construction activities, the resource shall be evaluated by the qualified archaeologist and Native American monitor approved by the Gabrieleno Band of Mission Indians – Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians – Kizh Nation shall coordinate with the property owner regarding treatment and curation of the resource(s). Typically, the Native American tribe will request reburial or preservation for educational purposes. If a resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or as a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist and Native American monitor shall coordinate with the project applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.



c) Disturb any human remains, including those interred outside of formal cemeteries?

Due to the level of disturbance on-site and in the site vicinity, the Public Review Draft IS/MND determined that human remains, including those interred outside of dedicated cemeteries, were unlikely to be encountered during earth removal or disturbance activities. Nonetheless, the Public Review Draft IS/MND included Mitigation Measure CUL-5 to ensure proper treatment of human remains in accordance with applicable laws (i.e., State of California Public Resources Health and Safety Code Section 7050.5 through 7055, Section 5097.98 of the California Public Resources Code).

The revised project would comply with Public Review Draft IS/MND Mitigation Measure CUL-5 to ensure potential impacts to human remains are reduced to less than significant levels. Overall, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures:

CUL-5 Unanticipated Discovery of Human Remains and Associated Funerary Objects. If human remains or associated funerary objects are discovered on-site, work shall be diverted a minimum of 150 feet from the find and an exclusion zone shall be placed around the burial. The qualified archaeologist and/or Native American monitor shall notify the construction manager who shall call the County Coroner. If the County Coroner determines the remains to be Native American, the County Coroner shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) as mandated by State law who shall then appoint a Most Likely Descendent (MLD).

The discovery is to be kept confidential and secure to prevent any further disturbance. Prior to the continuation of ground disturbing activities, the property owner shall arrange a designated location with the project footprint for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, it may be determined that burials should be removed. The applicable Native American tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC. No scientific study or utilization of any invasive diagnostics on human remains is allowed.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the tribe and the property owner at the site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.



Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

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?

The Public Review Draft IS/MND determined that project implementation would not result in inefficient, wasteful, or unnecessary construction-related and operational energy consumption when compared to similar development projects of this nature. The revised project would involve similar construction equipment and activities as analyzed under the Public Review Draft IS/MND. Further, the revised project's reduced grading cut/fill would result in proportionate reduction in construction-related trips. The revised project's proposed reduction in two units would result in proportionally reduced operational energy demands. Thus, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND. Impacts would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

The Public Review Draft IS/MND determined that adherence to the Title 24 energy requirements would ensure conformance with the State's goal of promoting energy and lighting efficiency, and the City's *2015 Energy Efficiency Climate Action Plan* (EECAP). The revised project would comply with Title 24 energy requirements and EECAP policies to ensure impacts associated with renewable energy or energy efficiency plans are less than significant. Thus, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



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.**

The *Report of Preliminary Geotechnical Investigation* (Geotechnical Investigation) prepared for the previously analyzed project by Associated Soils Engineering, Inc. (dated July 24, 2018) determined that the project site is not affected by an Alquist-Priolo Earthquake Fault Zoning Map. The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. As previously stated, no Alquist-Priolo Earthquake Fault Zones are located on-site. Thus, no impact would occur in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

ii. **Strong seismic ground shaking?**

According to the Geotechnical Investigation prepared for the previously analyzed project, the project would likely be subjected to strong seismic ground shaking associated with several known active faults. In conformance with the General Plan and the existing seismic design requirements of the California Building Code and Title 26, *Building Code*, of the Los Angeles County Code, as incorporated by reference in Municipal Code Section 8100, *Adoption of Building Code*, the project would be subject to the site-specific seismic design recommendations identified in the Geotechnical Investigation to minimize the potential for damage and major injury during a seismic event; refer to Section 6.0, *Geotechnical Considerations and Recommendations*, of the Geotechnical Investigation. Following conformance with the seismic design recommendations identified in the Geotechnical Investigation, as required by the Municipal Code, impacts related to seismic ground shaking were determined to be less than significant.

The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. As stated, the revised project would be required to demonstrate conformance with the seismic design recommendations identified in the Geotechnical Investigation, as required by the Municipal Code. Impacts would be less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.



Level of Significance: Less Than Significant Impact.

iii. Seismic-related ground failure, including liquefaction?

The Geotechnical Investigation prepared for the previously analyzed project determined that the project is not located within an area that is susceptible to liquefaction and the likelihood of occurrence of seismically-induced liquefaction is considered negligible. The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. No impacts would occur in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

iv. Landslides?

According to the Geotechnical Investigation prepared for the previously analyzed project, there is no indication of recent landslides or unstable slope conditions on-site or adjacent to the project site. Further, according to the General Plan EIR, there are no areas known to exist within the City of Carson where previous occurrences of landslide movement have occurred. The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. No impacts would occur in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

b) Result in substantial soil erosion or the loss of topsoil?

The Public Review Draft IS/MND determined that impacts concerning substantial soil erosion and loss of topsoil would be less than significant following conformance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and Municipal Code Chapter 8, *Storm Water and Urban Runoff Pollution Control*, requirements. Like the previously analyzed project, the revised project would be required to demonstrate conformance with NPDES and Municipal requirements. Thus, the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. Impacts would be less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



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?

Refer to Hydrology and Water Quality Responses (a)(3), (a)(4), and (d) for a discussion concerning liquefaction, landslides, and expansive soils. According to the Geotechnical Investigation prepared for the previously analyzed project, the probability of lateral spreading occurring at the project site during a seismic event is considered to be unlikely since there are no free surfaces on or near the site (i.e., drainages or stream channels), and since likelihood of occurrence of seismically-induced liquefaction is considered negligible. Thus, the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. Impacts would be less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

The Geotechnical Investigation prepared for the previously analyzed project determined that the project site has a "Medium" soil expansion potential as defined by the 2016 California Building Standards Code. In accordance with Municipal Code Section 8100, the project would comply with the site-specific design recommendations identified in the Geotechnical Investigation to minimize the potential for risk of life or property as a result of expansive soils. The Public Review Draft IS/MND included Mitigation Measure GEO-1 to require preparation of a quantitative expansive soils evaluation to verify the design adequacy of the project's foundation or slab-on-grade against the re-tested soil expansion. Following conformance with the site-specific design recommendations identified in the Geotechnical Investigation, as required by the Municipal Code, as well as Mitigation Measure GEO-1, impacts related to expansive soils were determined to be less than significant.

The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. As stated, the revised project would be required to demonstrate conformance with the seismic design recommendations identified in the Geotechnical Investigation, as required by the Municipal Code, as well as Mitigation Measure GEO-1. Impacts would be less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures:

GEO-1 Following the project's rough grading activities, a quantitative expansive soils evaluation shall be prepared by a registered geologist. The expansive soils evaluation shall verify the design adequacy of the project's foundation or slab-on-grade against the re-tested soil expansion and shall include recommendations for design and construction necessary to mitigate potential expansive soils hazards, as necessary. The project's final plans shall be reviewed by the City of Carson Building and Safety Department to verify that the expansive soils evaluation's recommendations have been incorporated into the Structural Plans, as necessary.



Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

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?

No septic tanks or alternative wastewater systems were proposed as part of the previously analyzed project and none are proposed as part of the revised project. No impacts would occur in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Due to the level of disturbance on-site and in the site vicinity, the Public Review Draft IS/MND determined that paleontological resources, sites, or unique geologic features were unlikely to be encountered during earth removal or disturbance activities. Nonetheless, in the unlikely event that paleontological resources are encountered during project construction, the Public Review Draft IS/MND included Mitigation Measure GEO-2 to require all revised project construction activities to halt until a paleontologist identifies the paleontological significance of the find and recommends a course of action. Thus, following implementation of Mitigation Measure GEO-2, impacts would be less than significant.

The revised project would comply with Public Review Draft IS/MND Mitigation Measure GEO-2 to ensure potential impacts to paleontological resources are reduced to less than significant levels. Overall, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures:

GEO-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Carson Community Development Director. With direction from the Community Development Director, a paleontologist certified by the County of Los Angeles shall evaluate the find prior to resuming grading in the immediate vicinity of the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The Public Review Draft IS/MND determined that the total amount of greenhouse gas (GHG) emissions from direct and indirect sources associated with the previously analyzed project would total 636.58 metric tons of carbon dioxide equivalent per year (MTCO₂eq/yr), which is below the SCAQMD GHG threshold of 3,000 MTCO₂eq/yr. Impacts in this regard were determined to be less than significant.

The previously analyzed project considered the development of a 38-unit townhome community. Thus, it can be expected that the revised project's reduction of two residential condominium units would result in proportionally reduced emissions than analyzed in the Public Review Draft IS/MND. Thus, the minor modifications proposed under the revised project would not result in an increase in construction or operational GHG emissions compared to what was analyzed in the Public Review Draft IS/MND. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Public Review Draft IS/MND determined that the previously analyzed project would not conflict with or impede implementation of reduction goals identified in the *City of Carson Climate Action Plan (CAP)*, the *California Air Resources Board Climate Change Scoping Plan (Scoping Plan)*, and other Federal, State, and Regional strategies to help reduce GHG emissions. Impacts were determined to be less than significant in this regard.

The minor modifications proposed under the revised project would not result in an increase in GHG emissions such that the revised project would not meet the reduction goals identified in the City's CAP, the Scoping Plan, and other Federal, State, and Regional Strategies to help reduce GHG emissions. As discussed, it can be expected that the revised project's reduction of two residential condominium units would result in proportionally reduced emissions than analyzed in the Public Review Draft IS/MND. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.



Level of Significance: Less Than Significant Impact.

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?**

The Public Review Draft IS/MND determined that impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant following conformance with existing laws and regulations. The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. The revised project would be required to demonstrate conformance with existing laws and regulations in place governing the use, storage, and transportation of hazardous materials. Impacts would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- 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?**

The Public Review Draft IS/MND concluded that significant hazards related to existing hazardous materials were unlikely to be encountered during construction based on the project's *Phase I Environmental Site Assessment and Limited Subsurface Investigation 1007 East Victoria Street, Carson, California 90746* (Phase I ESA), dated July 12, 2018, and *Summary of Preliminary Methane and VOC Assessment 1007 East Victoria Street, Carson, California*, (Preliminary Assessment), dated July 19, 2018. However, in the event that any unknown waste materials or suspect materials are discovered by the contractor during construction, implementation of Mitigation Measure HAZ-1 would be required. Mitigation Measure HAZ-1 would immediately stop work in the vicinity of the suspected contaminant and remove all workers and the public, as well as notify the City and implementing agency's Hazardous Waste/Materials Coordinator. This measure would minimize impacts in this regard to a less than significant level.

The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. The revised project would be required to demonstrate conformance with Mitigation Measure HAZ-1 in the event that unknown waste materials or suspect materials are discovered during project construction. Impacts would remain less than significant with mitigation incorporated.

Public Review Draft IS/MND Mitigation Measures:

HAZ-1 If unknown wastes or suspect materials are discovered during construction by the contractor which he/she believes may involve hazardous waste/materials, the contractor shall:



- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City of Carson Director of Public Works;
- Secure the areas as directed by the City;
- Notify the implementing agency's Hazardous Waste/Materials Coordinator; and
- Perform remedial activities (as required per the implementing agency, and dependent upon the nature of the hazardous materials release) as required under existing regulatory agency standards.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Public Review Draft IS/MND determined that implementation of the previously analyze project would not result in hazardous emissions or hazardous materials that would pose a potential health hazard. The revised project would involve similar construction equipment and activities as analyzed under the Public Review Draft IS/MND. As a residential condominium community, operations of the revised project would not result in greater impacts than previously identified in the Public Review Draft IS/MND. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

As concluded in the Public Review Draft IS/MND, the project site is not listed pursuant to Government Code Section 65962.5. Thus, no impact would result in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.



- 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?**

The Public Review Draft IS/MND determined that the project site is located outside of the Airport Influence Area for the nearest airport to the project site (Compton/Woodley Airport located approximately 1.5 miles to the northeast). Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, the revised project would not expose people residing or working in the project area to excessive noise levels or safety hazards associated with aircraft. Impacts in this regard would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The Public Review Draft IS/MND concluded that the previously analyzed project would not cause any permanent alterations to vehicular circulation routes and/or patterns, or obstruct public access or travel. Additionally, all construction staging would occur within the boundaries of the project site and would not interfere with circulation along Victoria Street, Cedarbluff Way, or any other nearby roadways. Therefore, impacts concerning interference with adopted emergency response plan or emergency evacuation plan were determined to be less than significant.

Like the previously analyzed project, the revised project's site access would not cause permanent alterations to vehicular circulation routes and/or patterns, or obstruct public access or travel. As discussed for Transportation Response (d), the City Traffic Engineer has indicated that the revised project would not represent a safety hazard following verification that the final project plans incorporate the access and circulation recommendations identified for the revised project; refer to Appendix C, Access and Circulation Recommendations. Therefore, impacts concerning interference with adopted emergency response plan or emergency evacuation plan would be less than significant, and the level of impact would not increase from that identified in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project site is surrounded by urban/developed land and no wildland areas are present in the project vicinity. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone (FHSZ) Map for Los Angeles County, the project site is not located in a high fire hazard area for either local or State or Federal responsibility. Therefore, the revised project would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The Public Review Draft IS/MND concluded that construction-related impacts to water quality would be reduced to less than significant levels following conformance with NPDES requirements. Similarly, long-term water quality impacts would be less than significant following compliance with NPDES requirements and Los Angeles County Department of Public Works (LACDPW) requirements in *the 2014 Low Impact Development (LID) Standards Manual*, including Mitigation Measure HWQ-1.

The revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. The revised project would be required to demonstrate conformance with NPDES requirements and County LID standards, including Mitigation Measure HWQ-1. Impacts would remain less than significant with mitigation incorporated.

Public Review Draft IS/MND Mitigation Measures:

HWQ-1 As part of the plan review process (prior to the issuance of grading permits), the City of Carson shall ensure that project plans include stormwater quality Best Management Practices (BMPs) that are designed to address the most likely sources of stormwater pollutants resulting from operation of the proposed project, consistent with the Low Impact Development Standards Manual. Pollutant sources to be addressed by these BMPs include, but are not necessarily limited to landscaped areas, trash storage locations, and storm drain inlets. The design and location of these BMPs will be subject to review and comment by the City but shall generally adhere to the standards associated with the Phase II NPDES stormwater permit program. Implementation of these BMPs shall be assured by the City's Public Works Department prior to the issuance of Grading or Building Permits.



Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The revised site plan would not result in a substantial increase in impervious surfaces at the project site as compared to the previously analyzed project. Approximately 24 percent of the revised site plan is landscaped, while the previously analyzed project proposed approximately 15 percent landscape coverage. The revised project's increased landscape coverage would result in an equivalent reduction in project hardscapes. As noted in the Public Review Draft IS/MND, the project site is not currently used for groundwater extraction or groundwater recharge purposes. Further, the Golden State Water Company provided a Will Serve Letter for the project to confirm that water services are available to serve the proposed project from existing commitments.¹ Accordingly, the revised project is not expected to impede sustainable groundwater management of the basin. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or rive or through the addition of impervious surfaces, in a manner that would:

i. Result in substantial erosion or siltation on- or off-site?

The Public Review Draft IS/MND concluded that construction-related erosion impacts would be less than significant following compliance with the requirements of the Construction General Permit under the NPDES program, which would result in preparation of a SWPPP that outlines necessary BMPs to minimize erosion and water quality impacts during construction.

Concerning operational impacts to erosion or siltation, the Public Review Draft IS/MND determined that drainage conditions at the project site would not be substantially altered as compared to the project's existing condition. The previously analyzed project proposed the installation of an on-site infiltration system designed to capture a 50-year storm event located in the southwest portion of the project site. Any flow in excess of the on-site infiltration system's capacity would bypass the filters and flow to public right-of-way via an under walk drain. Once in public right-of-way, stormwater runoff would flow to a County-maintained storm drain that ultimately outlets to the San Gabriel River.

The revised project would install an on-site infiltration system designed to capture a 50-year storm event located along the northern and western boundary of the project site. Any flow in excess of the on-site

¹ Written Correspondence: Joseph Zhao, P.E., PhD., Operations Engineer Southwest District, Golden State Water Company, July 24, 2018.



infiltration system's capacity would bypass the filters and flow to public right-of-way on Sagebank Street via a parkway culvert drain. Once in public right-of-way, stormwater runoff would flow to a County-maintained storm drain that ultimately outlets to the San Gabriel River.

The revised project's proposed modifications to the project's drainage would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. The revised project would be required to demonstrate compliance with the recommended mitigation, which requires the implementation of operational BMPs and compliance with the County's SUSMP, would ensure project implementation does not result in substantial soil erosion on- or off-site. Impacts would remain less than significant with mitigation incorporated.

Public Review Draft IS/MND Mitigation Measures: Refer to Mitigation Measure HWQ-1.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would substantially increase the rate of surface runoff in a manner which would result in flooding on- or off-site based on the proposed on-site infiltration system. Impacts were determined to be less than significant in this regard.

The revised project's modifications to the drainage would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. Like the previously analyzed project, the revised project would install an on-site infiltration system designed to capture a 50-year storm event located. Impacts would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

The Public Review Draft IS/MND determined that implementation of the previously analyzed project would not 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 since the proposed on-site infiltration system would be designed to capture a 50-year storm event and since the project would not result in a substantial change in topography that would alter or change flow patterns in the project area. Impacts were determined to be less than significant in this regard.



The revised project's modifications to the drainage would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. Like the previously analyzed project, the revised project would install an on-site infiltration system designed to capture a 50-year storm event located. Impacts would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

iv. Impede or redirect flood flows?

Refer to Hydrology and Water Quality Responses (c)(ii) and 4.10(c)(iii).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The Public Review Draft IS/MND determined that the project site is not located within flood hazard, tsunami, or seiche zones. As such, the revised project would similarly have no impact in this regard and would not result in substantially greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Public Review Draft IS/MND concluded that the previously analyzed project would not conflict with or obstruct with the projects or programs identified in Water Replenishment District of Southern California's *Groundwater Basins Master Plan* (GBMP) as project implementation would not substantially deplete groundwater supplies or interfere with groundwater recharge. Accordingly, the revised project is not expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would remain less than significant in this regard.



Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

The Public Review Draft IS/MND determined that the previously analyzed project would not physically divide an established community. The project site is located within DHV-Residential (formerly referred to as Parcel 1) of Specific Plan. More specifically, the site is identified as Lot 11 of the Specific Plan and is the final remaining undeveloped lot of DHV-Residential. Like the previously analyzed project, implementation of the revised project would complete the DHV-Residential portion of the Specific Plan by converting the vacant lot into a townhome community. As such, the revised project would similarly have no impact in this regard and would not result in substantially greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

Based on the General Plan Land Use Map, the project site is designated High Density Residential (HD). HD areas are intended to provide for multiple dwelling units, combinations of multi- and single-family residential units, and other developments considered harmonious with such high density residential developments. The HD designation has a maximum permitted density of 25 dwelling units per acre. The Public Review Draft IS/MND determined that the development of a 38-unit townhome community with a density of 24.2 dwelling units per acre would be an allowed use based on the site's existing HD land use designation.

The Public Review Draft IS/MND determined that the previously analyzed project would be consistent with the project would not conflict with applicable goals and policies in the General Plan or applicable regulations under the Zoning Code upon approval of the requested entitlements (i.e., Vesting Tentative Tract Map, Design Overlay Review, and Specific Plan Amendment). Impacts were determined to be less than significant in this regard.

As currently proposed, the revised project would develop a 36-unit townhome community with a reduced density of 22.9 dwelling units per acre. As a result, the revised project would be an allowed use based on the site's existing HD land use designation. Like the previously analyzed project, the revised project would



not conflict with applicable goals and policies in the General Plan or applicable regulations under the Zoning Code upon approval of the requested entitlements (the revised project would require the same agreements, permits, and approvals as previously analyzed). As such, the revised project would similarly have less than significant impacts in this regard and would not result in substantially greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource of value to the region and the residents of the State?

According to the General Plan EIR, no known mineral resources are located within the City. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

Refer to Mineral Resources Response (a).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.



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?**

Construction

The Public Review Draft IS/MND concluded that noise levels generated during construction would be less than significant with implementation of Mitigation Measures NOI-1 and NOI-2. Mitigation Measure NOI-1 would include the designation of a "Noise Disturbance Coordinator" and orientation of stationary construction equipment away from nearby sensitive receivers, among other requirements. Implementation of Mitigation Measure NOI-2 would reduce the project's construction noise levels below the City's noise standard with the use of a temporary noise barrier or enclosure along the northern, eastern, and western property lines to break the line of sight between the construction equipment and the adjacent residences.

The previously analyzed project proposed to construct 38 townhome units, while the revised project proposes to construct 36 townhome units. As such, the revised project would result in a reduction of two residential condominium units when compared to the previously analyzed project. Additionally, the revised project would result in a reduction of approximately 3,673 cubic yards of cut and approximately 4,948 cubic yards of fill during the grading phase.² As identified in the Public Review Draft IS/MND, adjacent residential receptors are located along the northern, eastern, and western property boundary lines. The Public Review Draft IS/MND identified the nearest sensitive receptor as a single-family residential structure located approximately seven feet west of the project site boundary. Based on [Exhibit 1](#), the nearest sensitive receptor (i.e. single-family residential structure) to the revised project's proposed construction area would also be located approximately seven feet west of the project the project site boundary. Because the sensitive receptor distances remain the same and types of construction equipment would not change, it can be reasonably inferred that the level of impact would not increase from that identified in the Public Review Draft IS/MND for noise associated with the revised project's short-term construction. The revised project would comply with the mitigation measures included in the Public Review Draft IS/MND to ensure noise levels generated during construction activities are reduced to less than significant levels. Thus, impacts would remain less than significant with incorporation of Mitigation Measures NOI-1 and NOI-2.

Operational

Operational noise sources generated on-site would be consistent with uses proposed in the Public Review Draft IS/MND (i.e., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking, etc.). As identified in the Public Review Draft IS/MND, the previously analyzed project proposed to locate heating, ventilation, and air conditioning (HVAC) units approximately eight feet from the nearest off-site residential property to the north of the project site. Based on [Exhibit 1](#), the revised project would place HVAC units approximately eight feet from the nearest off-site residential property to the west of the project site. Therefore, as the sensitive receptor distance remains the same and the existing noise barrier (i.e. block wall along the property to the west) would remain in place, HVAC noise levels would not increase from that

² Grading cut/fill volumes were overly-conservative under the previously analyzed project and have been refined as part of the revised project to better reflect estimated raw cut, spoils, raw import, over excavation, adjusted import, and export.



analyzed in the Public Review Draft IS/MND. Thus, impacts associated with noise generated on-site would be less than significant and would not increase from that identified in the Public Review Draft IS/MND.

In addition to noise generated on-site, the Public Review Draft IS/MND concluded that project-related traffic noise would be less than significant. The Public Review Draft IS/MND determined that development of a 38-unit townhome community would generate approximately 278 daily trips, including 17 a.m. peak hour trips and 21 p.m. peak hour trips. The revised project would consist of a 36-unit townhome community, which would result in a reduction of two residential condominium units from the previously analyzed project. Therefore, the revised project would decrease traffic volumes and associated roadway noise levels from that analyzed in the Public Review Draft IS/MND. As such, impacts associated with project-related traffic noise would be less than significant and would not increase from that identified in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures:

NOI-1 To reduce noise levels during construction activities, the Applicant must demonstrate, to the satisfaction of the City of Carson Community Development Director, that the project complies with the following:

- Construction contracts must specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- A sign, legible at a distance of 50 feet, shall be posted at the project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator shall be identified to address construction noise concerns received. The coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site shall include the contact name and the telephone number for the noise disturbance coordinator.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Per Section 5502 (c) of the Municipal Code, construction shall be limited to the hours between 7:00 a.m. and 8:00 p.m. daily (except Sundays and legal holidays). All construction activities shall be prohibited at night (between 8:00 p.m. and 7:00 a.m.) and on Sundays and legal holidays.

NOI-2 In order to reduce construction noise, a temporary noise barrier or enclosure shall be used along the northern, eastern, and western property lines to break the line of sight between the construction equipment and the adjacent residences. The temporary noise barrier shall have a sound transmission class (STC) of 35 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel



tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. The length, height, and location of noise control barrier walls shall be adequate to assure proper acoustical performance. In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The Public Review Draft IS/MND determined that all residential structures surrounding the project site would be located further than 20 feet from vibratory roller operations with the exception of a residential structure located approximately seven feet west of the project site boundary (Assessor's Parcel Number [APN] 7319-020-012). As a result, Mitigation Measure NOI-3 was included in the Public Review Draft IS/MND to require the use of a static (non-vibratory) roller as an alternative to vibratory rollers within 20 feet of the western residential structure to ensure vibration levels would not exceed the 0.3 inch-per-second peak particle velocity (PPV) significance threshold. The Public Review Draft IS/MND determined that groundborne vibration and groundborne noise levels during construction of the previously analyzed project would be less than significant with mitigation incorporated in this regard.

Similar to the previously analyzed project, all residential structures surrounding the revised project site would be located further than 20 feet from vibratory roller operations. Like the previously analyzed project, the nearest sensitive receptor to the revised project site would be the residential structure to the west of the project site boundary (APN 7319-020-012). However, based on Exhibit 1, the residential structure west of the project site boundary would be located approximately 13 feet from vibratory roller operations. At this distance, vibration velocities from vibratory roller operations would be 0.56 inch-per-second PPV and would exceed the 0.3 inch-per-second PPV significance threshold. Therefore, Mitigation Measure NOI-3 would be required to reduce vibratory roller vibration velocities below the 0.3 inch-per-second PPV significance threshold. Thus, impacts associated with groundborne vibration and groundborne noise levels would be less than significant with implementation of Mitigation Measure NOI-3 and would not increase from that identified in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures:

NOI-3 Prior to the initiation of construction, the Applicant shall prepare a paving control plan to ensure that the paving process does not result in damage to the western residential structure. The paving control plan shall be subject to the Building and Safety Department's approval prior to issuance of a grading permit. To reduce groundborne vibration levels, the paving control plan shall stipulate that static (non-vibratory) rollers shall be used as an alternative to vibratory rollers within 20 feet of the residential structure located approximately 7 feet west of the project site



boundary (Assessor's Parcel Number [APN] 7319-020-012). Vibratory roller operations shall be prohibited within 20 feet of APN 7319-020-012.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

c) For a project located within the vicinity of a private airstrip 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?

As detailed in the Public Review Draft IS/MND, the nearest airport to the project site is the Compton/Woodley Airport located approximately 1.5 miles to the northeast. According to the General Plan, the 60 dBA and 65 dBA noise contours from the Compton/Woodley Airport do not extend into the City of Carson. Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, it was determined the previously approved project would not expose people to excessive airport related noise and would have no associated impacts.

The revised project involves the same project site as analyzed in the Public Review Draft IS/MND. Thus, the revised project would similarly have no impact related to excessive airport related noises.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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)?

Based on the City's average household size of 3.62, the Public Review Draft IS/MND determined that the previously analyzed project would introduce up to 138 new residents.³ The Public Review Draft IS/MND determined that although the previously analyzed project would result in direct population growth, the project would not induce substantial unplanned population growth exceeding local conditions (0.1 percent increase) and/or regional populations projection (0.1 percent for the total projected 2040 population of the City). As a result, impacts to population growth were determined to be less than significant.

The revised project would develop a 36-unit condominium community on the project site. Based on the City's average household size of 3.62, the revised project would introduce up to 131 new residents, approximately

³ California Department of Finance, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, With 2010 Benchmark*, Sacramento, California, May 1, 2018.



seven fewer residents than the previously analyzed project. As a result, the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND. Impacts would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site is currently vacant, and no housing exists on-site. Therefore, revised project would not displace any existing housing or people. No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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 serve ratios, response times or other performance objectives for any of the public services:

i. Fire Protection?

The Public Review Draft IS/MND determined that construction and operation of the previously analyzed project would result in less than significant impacts to fire protection following compliance with Los Angeles County Fire Department (LACFD) requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards, and Municipal Code Article III Chapter 1, *Fire Prevention*, which adopts by reference Title 32, *Fire Code*, of the Los Angeles County Code. The revised project would be similarly be required to demonstrate conformance with LACFD and Municipal Code requirements. The revised project's reduction of two residential condominium units would result in proportionally reduced demands for fire protection services. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.



Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

ii. Police Protection?

The Public Review Draft IS/MND determined that construction and operation of the previously analyzed project would result in less than significant impacts to the Los Angeles County Sheriff's Department (LACSD) following compliance with Municipal Code Article VIII Chapter 1, Building Code, which adopts by reference Title 26, Building Code, of the Los Angeles County Code and the California Building Code, 2016 Edition. The California Building Code includes emergency access requirements which would minimize site safety hazards and potential impacts to sheriff services. The revised project would be similarly be required to demonstrate conformance with the abovementioned Municipal Code requirements. The revised project's reduction of two residential condominium units would result in proportionally reduced demands for sheriff protection services. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

iii. Schools?

The Public Review Draft IS/MND determined that upon payment of required fees by the project applicant consistent with existing Compton Unified School District (CUSD) and State requirements, impacts to school services would be less than significant. The revised project would be similarly be required to demonstrate conformance with the abovementioned Municipal Code requirements. The revised project's reduction of two residential condominium units would result in proportionally reduced demands for school services. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

iv. Parks?

The Public Review Draft IS/MND determined that the previously analyzed project's estimated population increase of 138 persons would not use external parks and recreational facilities such that substantial physical deterioration would occur or be accelerated based on the City's parkland ratio as well as the amount and variety of open spaces provided by the previously analyzed project. As noted in [Table 1](#), the revised project would offer 25,789 square feet of open space (the previously analyzed project included only 18,650 square



feet of open space). The revised project's reduction of two residential condominium units would further result in proportionally reduced demands for parks. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

v. Other public facilities?

The Public Review Draft IS/MND determined that the previously analyzed project's estimated population increase of 138 persons would not result in a significant impact on public library services or the Los Angeles County Library's (LACL) performance standards following collection of property taxes. Property taxes collected as part of the revised project would similarly fund the LACL system and offset impacts to library services. The revised project's reduction of two residential condominium units would further result in proportionally reduced demands for library services. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?**

Refer to Public Services Response (a)(iv).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?**

Refer to Public Services Response (a)(iv).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.



Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TRANSPORTATION

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Like the previously analyzed project, the revised project would not involve changes to transit, bicycle, or pedestrian facilities. The new entrance would require the construction of a deceleration lane along westbound East Victoria Street to accommodate right turns into the townhome community. According to the City Traffic Engineer, the revised project's reconfigured access would not involve transportation impacts as long as a red curb is installed east and west of the new entrance along the north side of East Victoria Street; refer to Appendix C, Access and Circulation Recommendations. The City Traffic Engineer would verify that the final project plans incorporate the access and circulation recommendations identified for the revised project. The installation of a red curb east and west of the new entrance would not result in new potentially significant impacts compared to the previously analyzed project. Therefore, the revised would not conflict with any program plan, ordinance, or policy addressing the circulation system in the project area. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?⁴

The Public Review Draft IS/MND determined that development of a 38-unit townhome community would generate approximately 278 daily trips, including 17 a.m. peak hour trips and 21 p.m. peak hour trips. As indicated in the *1007 East Victoria Street Townhomes Trip Generation Analysis Memorandum* (Trip Generation Memo) prepared by Ganddini Group, Inc, dated January 31, 2019, the City generally uses a project trip contribution threshold of 50 peak hour trips to identify potential study intersections and to determine whether a full traffic impact analysis is needed in accordance with the *Los Angeles County Congestion Management Program*. Given that the previously analyzed project did not meet the 50-peak hour trip threshold, development of a 36-unit townhome community is not expected to adversely impact existing

⁴ While this Appendix G Checklist Question has been modified by the Natural Resources Agency to address consistency with CEQA Guidelines section 15064.3, subdivision (b), which relates to use of the vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City has not yet adopted a VMT methodology to address this updated Appendix G Checklist Question. Thus, the analysis is based on the City's adopted traffic analysis methodology, which requires use of level of service to evaluate traffic impacts of a project.



level of service of area roadways, as the revised project's reduction of two residential condominium units would result in proportionally reduced peak hour trips. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Public Review Draft IS/MND determined that the site access and circulation improvements proposed under the previously analyzed project would not result in hazardous traffic conditions and would be subject to the City's Traffic Engineer and Los Angeles County Fire Department (LACFD) review and approval for compliance with applicable design and safety standards. Thus, impacts related to hazards due to geometric design features or incompatible uses were determined to be less than significant.

The new entrance proposed under the revised project would require the construction of a deceleration lane along westbound East Victoria Street to accommodate right turns into the townhome community. Like the previously analyzed project, the site access and circulation improvements would be subject to the City traffic engineer and LACFD's review and approval for compliance with applicable design and safety standards. As noted, the City Traffic Engineer has indicated that the new entrance proposed under the reconfigured access would not involve transportation impacts as long as a red curb is installed east and west of the new entrance along the north side of East Victoria Street; refer to [Appendix C](#). The revised project would also be subject to review by the City Traffic Engineer to verify the design incorporates adequate internal turning radii for trash pickup and other relevant design standards. The installation of a red curb east and west of the new entrance and revised site plan would not result in new potentially significant impacts compared to the previously analyzed project following. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

d) Result in inadequate emergency access?

The Public Review Draft IS/MND determined that the previously analyzed project's central private driveway/fire lane would not result in inadequate emergency access as it would be subject to the City and LACFD's driveway design and fire safety standards. Like the previously analyzed project, the revised project's site access and circulation improvements would be subject to the City and LACFD's review and approval for compliance with applicable emergency access requirements. As noted, the City Traffic Engineer has indicated that the revised site proposed under the revised project would not represent a safety hazard



following verification that the final project plans incorporate the access and circulation recommendations identified for the revised project; refer to Appendix C. As a result, the revised project would not interfere with circulation of nearby roadways or implementation of the *City of Carson Multi-Hazard Functional Plan*. Impacts in this regard would remain less than significant.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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**

As detailed in Response Cultural Resources Response (a), no historic resources listed or eligible for listing in a State or local register of historic resources are located on-site. Therefore, the revised project would not impact historic tribal cultural resources defined in Public Resources Code Section 5020.1(k). No impacts would occur in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

- 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

The Public Review Draft IS/MND concluded that ground disturbance activities associated with construction of the previously analyzed project could uncover previously undiscovered tribal cultural resources. Based on the region's sensitivity with the Gabrieleno Band of Mission Indians - Kizh Nation, implementation of Mitigation Measures CUL-1 through CUL-5 were included to reduce impacts to less than significant levels. Mitigation Measures CUL-1 through CUL-5 would ensure that in the event unknown cultural resources, including archaeological, tribal cultural resources, and human remains and associated funerary objects are discovered during ground-disturbing activities, appropriate measures are taken.



The revised project would comply with the mitigation measures included in the Public Review Draft IS/MND to ensure impacts to unknown tribal cultural resources during project grading activities are reduced to less than significant levels. Overall, the revised project would not result in tribal cultural resources impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-5.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

UTILITIES AND SERVICE SYSTEMS

- 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?**

Like the previously analyzed project, the utilities proposed under the revised project would be subject to payment of standard utility connection fees and ongoing user fees. Construction of the revised project's utilities would be subject to compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures included in the Public Review Draft IS/MND. The revised project's reduction of two residential condominium units would further result in proportionally reduced demands for utility services. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

The Public Review Draft IS/MND determined that the GSWC would have a sufficient water supply available to serve the project based on a "Will Serve" letter prepared for water use at the project site. The revised project's reduction of two residential condominium units would result in proportionally reduced water demands. As a result, sufficient water supplies would be available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.



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?

The Public Review Draft IS/MND determined that there was sufficient capacity for wastewater treatment at the Districts' JWPCP to serve the previously analyzed project's projected wastewater treatment demand in addition to existing conditions. The revised project's reduction of two residential condominium units would result in proportionally reduced wastewater treatment demands. As a result, it is not anticipated that the revised project's wastewater demand, in addition to the Districts' existing commitments, would exceed capacity. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

The Public Review Draft IS/MND determined that construction of the previously analyzed project would not generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Solid waste generated during operations of the previously analyzed project were determined to represent less than one percent of the daily permitted throughput capacities of landfills serving the City. The revised project's reduction of two residential condominium units would result in proportionally reduced solid waste generation. As a result, it is not anticipated that the revised project would 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. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Similar to the previously analyzed project, the revised project would be subject to compliance with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Specifically, the revised project would be subject to California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or



composted. On a local level, the revised project would be subject to compliance with Municipal Code Article V Chapter 2, *Collection of Solid Waste and Recyclable Materials*. Impacts would remain less than significant in this regard.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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?

According to the California Department of Forestry and Fire's *Los Angeles County Fire Hazard Severity Zones in SRA Map*, the City of Carson is not located in or near a State responsibility area nor is the City designated as a very high fire hazard severity zone.⁵ No impacts would occur, and the revised project would not result in greater impacts than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?

Refer to Wildfire Response (a).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

⁵ California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA Map*, November 7, 2007.



- 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?**

Refer to Wildfire Response (a).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

- 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?**

Refer to Wildfire Response (a).

Public Review Draft IS/MND Mitigation Measures: No mitigation measures were required in the Public Review Draft IS/MND.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: No Impact.

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?**

The Public Review Draft IS/MND determined that the previously analyzed project would not potentially 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, 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. Like the previously analyzed project, the revised project would have no impacts to sensitive plant and animal species as none occur on-site. The revised project would comply with the mitigation measures included in the Public Review Draft IS/MND (Mitigation Measures CUL-1 through CUL-5) to ensure impacts to unknown cultural and tribal cultural resources during project grading activities are reduced to less than significant levels. Overall, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-5.

Mitigation Measures: No additional mitigation measures are required.



Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

- 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)?**

The Public Review Draft IS/MND concluded that the previously analyzed project would not result in any significant and unavoidable impacts in any environmental categories with implementation of mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the previously analyzed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Impacts were determined to be less than significant with mitigation in this regard.

The revised project would comply with the mitigation measures included in the Public Review Draft IS/MND to ensure incremental effects of the revised project are reduced to less than significant levels. Overall, the revised project would not result in impacts greater than previously analyzed in the Public Review Draft IS/MND.

Public Review Draft IS/MND Mitigation Measures: Refer to Mitigation Measures Measures BIO-1, CUL-1 through CUL-5, GEO-1, GEO-2, HAZ-1, HWQ-1, and NOI-1 through NOI-3.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

The Public Review Draft IS/MND concluded that the previously analyzed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as a residential condominium development, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts were determined to be less than significant with mitigation incorporated in this regard.

The revised project would not result in any new potentially significant impacts compared to the previously analyzed project. As such, the revised project would similarly not have any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Public Review Draft IS/MND Mitigation Measures: Refer to Mitigation Measures BIO-1, CUL-1 through CUL-5, GEO-1, GEO-2, HAZ-1, HWQ-1, and NOI-1 through NOI-3.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.



1.4 CONCLUSION

As indicated in Table 1-1, the revised project would not result in significant modifications to the previously analyzed project description. Overall, when compared to the previously analyzed project description, the revised project involves a two-unit reduction in the number of condominium units. Buildings 1 through 6 would be oriented in an east-west orientation rather than a north-south orientation to accommodate a new central private driveway/fire lane constructed at East Victoria Street. This reconfiguration would increase the project's setback along the northern (rear yard) property line and decrease the project's setback along the western (side yard) property line. It is noted that the revised project setbacks would comply with applicable Specific Plan development standards for front yard, side yard, and rear yard setbacks. The revised project would have the same maximum building height as the previously analyzed project, and overall building sizing, exterior building colors/materials, and landscaping would be similar to that analyzed in the Public Review Draft IS/MND.

Although the revised project would result in a reduction of six parking spaces, the project would be consistent with applicable Specific Plan development standards for parking (two covered spaces per unit, with one-half guest parking stall per unit). The revised project would increase available private and common open space opportunities for use by project residents. The revised project would result in the removal of two existing street trees along East Victoria Street and the existing "Dominguez Hills Village" entry monument. However, removal of these features are not anticipated to substantially or fundamentally alter the conclusions of the Public Review Draft IS/MND relative to the project's potential environmental effects, or proposed mitigation measures. Similarly, the minor modifications to the project's sewer and stormwater drainage system are not anticipated to result in the relocation or construction of new or expanded wastewater treatment or storm water drainage facilities, the construction or relocation of which could cause significant environmental effects. All previously identified agreements, permits, and approvals identified in the Public Review Draft IS/MND remain unchanged. The revised project would not result in any new, different, or potentially adverse air quality and noise impacts not previously considered in the Public Review Draft IS/MND. Similarly, the revised project's proposed deceleration lane along westbound East Victoria Street would not result in any new, different, or potentially adverse traffic impacts not previously considered in the Public Review Draft IS/MND.

Pursuant to CEQA Guidelines Section 15073.5, a lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073. A "substantial revision" of the negative declaration is defined as:

- 1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
- 2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

As substantiated in Section 1.3, *Impacts Resulting from Modifications to the Previously Analyzed Project*, the proposed revisions do not constitute a "substantial revision" and do not change the conclusions presented in the April 2019 Public Review Draft IS/MND. The revised project would not create any new significant impacts or require additional mitigation in this regard.



2.0 REFERENCES

The following references were used for the preparation of this Memorandum:

Associated Soils Engineering, Inc., *Report of Preliminary Geotechnical Investigation*, July 24, 2018.

California Department of Finance, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, With 2010 Benchmark, Sacramento, California, May 1, 2018.*

California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA Map*, November 7, 2007.

City of Carson, *Carson General Plan*, October 11, 2004.

City of Carson, *Carson General Plan Environmental Impact Report*, July 11, 2003.

City of Carson, *Carson Master Plan of Bikeways*, August 2013.

City of Carson, *City of Carson Municipal Code*, current through Ordinance No. 19-1936, passed September 3, 2019.

City of Carson, *Climate Action Plan*, December 2017.

City of Carson, *Dominguez Hills Village Specific Plan*, 1999.

City of Carson, *Energy Efficiency Climate Action Plan*, December 2015.

KES Technologies, Inc., *Hydrology and Hydraulic Study TTM 82395*, April 12, 2019.

Golden State Water Company, *Will Serve Letter for 1007 E Victoria Street, Carson, CA 90746*, dated July 24, 2018.

Michael Baker International, *1007 East Victoria Street Project Initial Study/Mitigated Negative Declaration*, April 26, 2019.

Robert Bein, William Frost & Associates, *Specific Plan No. 493 Dominguez Hills Village Environmental Impact Report*, December 19, 1995.

Stantec, *Phase I Environmental Site Assessment and Limited Subsurface Investigation 1007 East Victoria Street, Carson, California 90746*, July 12, 2018.

Stantec, *Summary of Preliminary Methane and VOC Assessment 1007 East Victoria Street, Carson, California*, July 19, 2018.

Written Correspondence: Joseph Zhao, P.E., PhD., Operations Engineer Southwest District, Golden State Water Company, July 24, 2018.

Appendix A

Initial Study Checklist



The following Initial Study Checklist is based on the California Environmental Quality Act (CEQA) Appendix G Environmental Checklist Form. It is modified to evaluate the proposed project changes for which an environmental impact report has previously been completed to assist in the determination of the need for supplemental environmental documents or recirculation of a Negative Declaration prior to adoption; refer to CEQA Guidelines Section 15073.5. Pursuant to CEQA Guidelines Section 15073.5, a lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073. A "substantial revision" of the negative declaration is defined as:

- 3) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
- 4) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

Recirculation is not required under the following circumstances:

- (1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
- (2) New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.
- (3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
- (4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

For purposes of this study, references to "the project" in the left-hand column questions refer to the proposed modifications (revised project) as compared the previously analyzed project included in the Public Review Draft IS/MND. The first four columns to the right of the checklist questions identify whether the proposed project modifications would result in new impacts, and if so whether these impacts would be less than significant, less than significant with mitigation from the Public Review Draft IS/MND incorporated, or potentially significant. The fifth column asks whether the impacts associated with project modifications, if any, were sufficiently disclosed in the previous environmental documents. Finally, the last column indicates whether or not recirculation of the Public Review Draft IS/MND is needed.



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:						
a) Have a substantial adverse effect on a scenic vista?	X				YES	NO
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X				YES	NO
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?		X			YES	NO
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		X			YES	NO
II. AGRICULTURAL 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 the 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?	X				YES	NO
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X				YES	NO
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))?	X				YES	NO
d) Result in the loss of forest land or conversion of forest land to non-forest use?	X				YES	NO
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	X				YES	NO



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
Farmland, to non-agricultural use or conversion of forest land to non-forest use?						
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management 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?		X			YES	NO
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?		X			YES	NO
c) Expose sensitive receptors to substantial pollutant concentrations?		X			YES	NO
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X			YES	NO
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?	X				YES	NO
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	X				YES	NO
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?	X				YES	NO
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?			X		YES	NO
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X				YES	NO
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other	X				YES	NO



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
approved local, regional, or state habitat conservation plan?						
V. CULTURAL RESOURCES. Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	X				YES	NO
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X		YES	NO
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X		YES	NO
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?		X			NO	NO
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		X			NO	NO
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.	X				YES	NO
ii) Strong seismic ground shaking?		X			YES	NO
iii) Seismic-related ground failure, including liquefaction?	X				YES	NO
iv) Landslides?	X				YES	NO
b) Result in substantial soil erosion or the loss of topsoil?		X			YES	NO
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?		X			YES	NO
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building			X		YES	NO



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
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?	X				YES	NO
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		YES	NO
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?		X			YES	NO
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X			YES	NO
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?		X			YES	NO
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?			X		YES	NO
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X			YES	NO
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?	X				YES	NO
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?		X			YES	NO
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X			YES	NO
g) Expose people or structures, either directly or indirectly, to a significant risk of	X				YES	NO



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
loss, injury or death involving wildland fires?						
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?			X		YES	NO
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		X			YES	NO
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?			X		YES	NO
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?		X			YES	NO
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?		X			YES	NO
iv) Impede or redirect flood flows?		X			YES	NO
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	X				YES	NO
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		X			NO	NO
XI. LAND USE AND PLANNING. Would the project:						
a) Physically divide an established community?	X				YES	NO
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?		X			YES	NO
XII. MINERAL RESOURCES. Would the project:						
a) Result in the loss of availability of a known mineral resource that would be of	X				YES	NO



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
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?	X				YES	NO
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?			X		YES	NO
b) Generation of excessive groundborne vibration or groundborne noise levels?			X		YES	NO
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?	X				YES	NO
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)?		X			YES	NO
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	X				YES	NO
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 public services:						
i) Fire protection?		X			YES	NO
ii) Police protection?		X			YES	NO
iii) Schools?		X			YES	NO
iv) Parks?		X			YES	NO



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
v) Other public facilities?		X			YES	NO
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?		X			YES	NO
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?		X			YES	NO
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?		X			YES	NO
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? ⁶		X			YES	NO
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X			YES	NO
d) Result in inadequate emergency access?		X			YES	NO
XVIII. TRIBAL CULTURAL RESOURCES. 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:						
a) 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	X				YES	NO
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X		YES	NO

⁶ While this Appendix G Checklist Question has been modified by the Natural Resources Agency to address consistency with CEQA Guidelines section 15064.3, subdivision (b), which relates to use of the vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City has not yet adopted a VMT methodology to address this updated Appendix G Checklist Question. Thus, the analysis is based on the City's adopted traffic analysis methodology, which requires use of level of service to evaluate traffic impacts of a project.



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:						
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		X			YES	NO
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?		X			YES	NO
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?		X			YES	NO
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?		X			YES	NO
e) Comply with Federal, state, and local management and reduction statutes and regulations related to solid waste?		X			YES	NO
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?	X				YES	NO
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?	X				YES	NO
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?	X				YES	NO
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?	X				YES	NO
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.						



INITIAL STUDY CHECKLIST						
	New Impacts of Proposed Project				Public Review Draft IS/MND	
	No Impact	Less Than Significant Impact	Less Than Significant With Public Review Draft IS/MND Mitigation	Potentially Significant Impact	Impacts Disclosed?	Recirculation Required?
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?			X		YES	NO
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)?			X		YES	NO
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		YES	NO

Appendix B
Revised Air Quality Data

1007 East Victoria Street Project - Los Angeles-South Coast County, Winter

**1007 East Victoria Street Project
Los Angeles-South Coast County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	72.00	Space	0.65	28,800.00	0
Parking Lot	18.00	Space	0.16	7,200.00	0
City Park	0.34	Acre	0.34	25,789.00	0
Condo/Townhouse High Rise	8.00	Dwelling Unit	0.13	9,868.00	23
Condo/Townhouse High Rise	12.00	Dwelling Unit	0.19	12,780.00	34
Condo/Townhouse High Rise	7.00	Dwelling Unit	0.11	9,408.00	20
Condo/Townhouse High Rise	7.00	Dwelling Unit	0.11	11,424.00	20
Condo/Townhouse High Rise	4.00	Dwelling Unit	0.06	7,504.00	11

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Anticipated Units/SF

Construction Phase - Anticipated Construction Schedule

Off-road Equipment -

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Grading construction equipment list

Off-road Equipment - Planned construction equipment

Trips and VMT - Trip length to haul site.

Grading - Soil to be exported

Vehicle Trips - 278 Daily Trips

Woodstoves - SCAQMD 445 prohibits Woodstoves/ Wood burning Fireplaces

Area Coating - SCAQMD Rule 1113

Water And Wastewater -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	200.00	240.00
tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	200.00	163.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblGrading	MaterialExported	0.00	844.00

tblLandUse	LandUseSquareFeet	14,810.40	25,789.00
tblLandUse	LandUseSquareFeet	12,000.00	12,780.00
tblLandUse	LandUseSquareFeet	4,000.00	7,504.00
tblLandUse	LandUseSquareFeet	7,000.00	9,408.00
tblLandUse	LandUseSquareFeet	7,000.00	11,424.00
tblLandUse	LandUseSquareFeet	8,000.00	9,868.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	4.31	7.72
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	3.43	7.72
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	4.18	7.72
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2020	4.8281	46.3269	38.2229	0.0866	5.2613	2.1924	6.8962	2.6182	2.0173	4.1386	0.0000	8,442.3073	8,442.3073	2.4203	0.0000	8,502.8144
2021	6.6281	61.5721	53.0862	0.1303	1.3641	2.8092	4.1733	0.3658	2.5847	2.9505	0.0000	12,721.5907	12,721.5907	3.5865	0.0000	12,811.2530
2022	33.1570	26.0052	25.7039	0.0649	0.6821	1.1839	1.8659	0.1829	1.0893	1.2722	0.0000	6,336.8124	6,336.8124	1.7906	0.0000	6,381.5761
Maximum	33.1570	61.5721	53.0862	0.1303	5.2613	2.8092	6.8962	2.6182	2.5847	4.1386	0.0000	12,721.5907	12,721.5907	3.5865	0.0000	12,811.2530

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					
2020	4.8281	46.3269	38.2229	0.0866	2.2414	2.1924	3.8764	1.0727	2.0173	2.5931	0.0000	8,442.3073	8,442.3073	2.4203	0.0000	8,502.8144
2021	6.6281	61.5721	53.0862	0.1303	1.2946	2.8092	4.1038	0.3488	2.5847	2.9335	0.0000	12,721.5907	12,721.5907	3.5865	0.0000	12,811.2530
2022	33.1570	26.0052	25.7039	0.0649	0.6473	1.1839	1.8312	0.1744	1.0893	1.2637	0.0000	6,336.8124	6,336.8124	1.7906	0.0000	6,381.5761
Maximum	33.1570	61.5721	53.0862	0.1303	2.2414	2.8092	4.1038	1.0727	2.5847	2.9335	0.0000	12,721.5907	12,721.5907	3.5865	0.0000	12,811.2530

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	42.75	0.00	24.15	49.61	0.00	18.79	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5233	2.7154	4.2911	0.0173		0.2340	0.2340		0.2340	0.2340	0.0000	3,425.6648	3,425.6648	0.0711	0.0627	3,446.1262
Energy	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617
Mobile	0.5530	2.7504	7.4134	0.0256	2.1316	0.0223	2.1540	0.5705	0.0208	0.5913		2,607.2321	2,607.2321	0.1416		2,610.7728
Total	2.0866	5.5542	11.7421	0.0435	2.1316	0.2634	2.3951	0.5705	0.2619	0.8324	0.0000	6,145.7876	6,145.7876	0.2149	0.0648	6,170.4606

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2098	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174	0.0000	5.6648	5.6648	5.5200e-003	0.0000	5.8028
Energy	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617
Mobile	0.5530	2.7504	7.4134	0.0256	2.1316	0.0223	2.1540	0.5705	0.0208	0.5913		2,607.2321	2,607.2321	0.1416		2,610.7728
Total	1.7731	2.8752	10.6021	0.0264	2.1316	0.0468	2.1785	0.5705	0.0453	0.6158	0.0000	2,725.7876	2,725.7876	0.1493	2.0700e-003	2,730.1373

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	15.02	48.23	9.71	39.35	0.00	82.23	9.04	0.00	82.69	26.02	0.00	55.65	55.65	30.51	96.80	55.75

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	Grading	5/1/2020	5/14/2020	5	10	
2	Building Construction - Phase one	Building Construction	8/1/2020	12/23/2020	5	103	
3	Paving	Paving	9/1/2020	9/7/2020	5	5	
4	Building Construction - Phase two	Building Construction	12/24/2020	8/9/2021	5	163	
5	Building Construction - Phase three	Building Construction	4/1/2021	3/2/2022	5	240	
6	Architectural Coating	Architectural Coating	3/3/2022	3/16/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3.75

Acres of Paving: 0.81

Residential Indoor: 103,243; Residential Outdoor: 34,414; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	6.00	203	0.36
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction - Phase three	Cranes	0	6.00	231	0.29
Building Construction - Phase three	Forklifts	0	6.00	89	0.20
Building Construction - Phase three	Generator Sets	0	8.00	84	0.74
Building Construction - Phase three	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase three	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase three	Pavers	1	8.00	130	0.42

Building Construction - Phase three	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase three	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase three	Trenchers	1	8.00	78	0.50
Building Construction - Phase three	Welders	0	8.00	46	0.45
Building Construction - Phase one	Cranes	0	6.00	231	0.29
Building Construction - Phase one	Forklifts	0	6.00	89	0.20
Building Construction - Phase one	Generator Sets	0	8.00	84	0.74
Building Construction - Phase one	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase one	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase one	Pavers	1	8.00	130	0.42
Building Construction - Phase one	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase one	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase one	Trenchers	1	8.00	78	0.50
Building Construction - Phase one	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Surfacing Equipment	1	8.00	263	0.30
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Phase two	Cranes	0	6.00	231	0.29
Building Construction - Phase two	Forklifts	0	6.00	89	0.20
Building Construction - Phase two	Generator Sets	0	8.00	84	0.74
Building Construction - Phase two	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase two	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase two	Pavers	1	8.00	130	0.42
Building Construction - Phase two	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase two	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase two	Trenchers	1	8.00	78	0.50
Building Construction - Phase two	Welders	0	8.00	46	0.45

Architectural Coating	Air Compressors	1	6.00	78	0.48
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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	8	20.00	0.00	106.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase three	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase one	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase two	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2020

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					4.9238	0.0000	4.9238	2.5271	0.0000	2.5271			0.0000			0.0000
Off-Road	3.3764	34.2231	21.0816	0.0468		1.6238	1.6238		1.5097	1.5097		4,517.8054	4,517.8054	1.3070		4,550.4808
Total	3.3764	34.2231	21.0816	0.0468	4.9238	1.6238	6.5476	2.5271	1.5097	4.0368		4,517.8054	4,517.8054	1.3070		4,550.4808

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	0.0948	3.0874	0.7178	8.2300e-003	0.1853	9.8800e-003	0.1952	0.0508	9.4500e-003	0.0603		891.5597	891.5597	0.0640		893.1596
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0761	0.0513	0.5760	1.5300e-003	0.1521	1.3100e-003	0.1535	0.0404	1.2100e-003	0.0416		152.1239	152.1239	4.9100e-003		152.2466
Total	0.1710	3.1387	1.2938	9.7600e-003	0.3375	0.0112	0.3487	0.0912	0.0107	0.1018		1,043.6836	1,043.6836	0.0689		1,045.4062

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					1.9203	0.0000	1.9203	0.9856	0.0000	0.9856			0.0000			0.0000
Off-Road	3.3764	34.2231	21.0816	0.0468		1.6238	1.6238		1.5097	1.5097	0.0000	4,517.8054	4,517.8054	1.3070		4,550.4807
Total	3.3764	34.2231	21.0816	0.0468	1.9203	1.6238	3.5441	0.9856	1.5097	2.4953	0.0000	4,517.8054	4,517.8054	1.3070		4,550.4807

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
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Category	lb/day										lb/day				
	Hauling	0.0948	3.0874	0.7178	8.2300e-003	0.1769	9.8800e-003	0.1868	0.0487	9.4500e-003	0.0582	891.5597	891.5597	0.0640	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0761	0.0513	0.5760	1.5300e-003	0.1442	1.3100e-003	0.1455	0.0384	1.2100e-003	0.0396	152.1239	152.1239	4.9100e-003		152.2466
Total	0.1710	3.1387	1.2938	9.7600e-003	0.3211	0.0112	0.3323	0.0872	0.0107	0.0978	1,043.6836	1,043.6836	0.0689		1,045.4062

3.3 Building Construction - Phase one - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0521	1.4889	0.4303	3.5300e-003	0.0896	7.1200e-003	0.0968	0.0258	6.8100e-003	0.0326		377.2287	377.2287	0.0252		377.8593
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953

Total	0.3229	1.6810	2.5557	9.4200e-003	0.6821	0.0121	0.6941	0.1829	0.0114	0.1943		964.1615	964.1615	0.0437		965.2546
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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	lb/day										lb/day					
Off-Road	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0521	1.4889	0.4303	3.5300e-003	0.0858	7.1200e-003	0.0929	0.0249	6.8100e-003	0.0317		377.2287	377.2287	0.0252		377.8593
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5615	4.9500e-003	0.5665	0.1495	4.5600e-003	0.1541		586.9328	586.9328	0.0185		587.3953
Total	0.3229	1.6810	2.5557	9.4200e-003	0.6473	0.0121	0.6594	0.1744	0.0114	0.1858		964.1615	964.1615	0.0437		965.2546

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9986	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077		1,915.3637	1,915.3637	0.6195		1,930.8504
Paving	0.0838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0825	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077		1,915.3637	1,915.3637	0.6195		1,930.8504

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781

Mitigated Construction On-Site

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

Off-Road	0.9986	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077	0.0000	1,915.3637	1,915.3637	0.6195		1,930.8504
Paving	0.0838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0825	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077	0.0000	1,915.3637	1,915.3637	0.6195		1,930.8504

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0664	0.0471	0.5213	1.4500e-003	0.1377	1.2100e-003	0.1389	0.0367	1.1200e-003	0.0378		143.9647	143.9647	4.5400e-003		144.0781
Total	0.0664	0.0471	0.5213	1.4500e-003	0.1377	1.2100e-003	0.1389	0.0367	1.1200e-003	0.0378		143.9647	143.9647	4.5400e-003		144.0781

3.5 Building Construction - Phase two - 2020

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	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0521	1.4889	0.4303	3.5300e-003	0.0896	7.1200e-003	0.0968	0.0258	6.8100e-003	0.0326		377.2287	377.2287	0.0252		377.8593
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953
Total	0.3229	1.6810	2.5557	9.4200e-003	0.6821	0.0121	0.6941	0.1829	0.0114	0.1943		964.1615	964.1615	0.0437		965.2546

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	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314

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
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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	0.0521	1.4889	0.4303	3.5300e-003	0.0858	7.1200e-003	0.0929	0.0249	6.8100e-003	0.0317	377.2287	377.2287	0.0252		377.8593
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5615	4.9500e-003	0.5665	0.1495	4.5600e-003	0.1541	586.9328	586.9328	0.0185		587.3953
Total	0.3229	1.6810	2.5557	9.4200e-003	0.6473	0.0121	0.6594	0.1744	0.0114	0.1858		964.1615	964.1615	0.0437	965.2546

3.5 Building Construction - Phase two - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0447	1.3564	0.3931	3.5000e-003	0.0896	2.8700e-003	0.0925	0.0258	2.7400e-003	0.0286		374.2837	374.2837	0.0242		374.8878
Worker	0.2527	0.1729	1.9518	5.7000e-003	0.5924	4.7900e-003	0.5972	0.1571	4.4100e-003	0.1615		568.2931	568.2931	0.0167		568.7112

Total	0.2974	1.5293	2.3448	9.2000e-003	0.6821	7.6600e-003	0.6897	0.1829	7.1500e-003	0.1901		942.5768	942.5768	0.0409		943.5990
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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	lb/day										lb/day					
Off-Road	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0447	1.3564	0.3931	3.5000e-003	0.0858	2.8700e-003	0.0887	0.0249	2.7400e-003	0.0276		374.2837	374.2837	0.0242		374.8878
Worker	0.2527	0.1729	1.9518	5.7000e-003	0.5615	4.7900e-003	0.5663	0.1495	4.4100e-003	0.1539		568.2931	568.2931	0.0167		568.7112
Total	0.2974	1.5293	2.3448	9.2000e-003	0.6473	7.6600e-003	0.6550	0.1744	7.1500e-003	0.1816		942.5768	942.5768	0.0409		943.5990

3.6 Building Construction - Phase three - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0447	1.3564	0.3931	3.5000e-003	0.0896	2.8700e-003	0.0925	0.0258	2.7400e-003	0.0286		374.2837	374.2837	0.0242		374.8878
Worker	0.2527	0.1729	1.9518	5.7000e-003	0.5924	4.7900e-003	0.5972	0.1571	4.4100e-003	0.1615		568.2931	568.2931	0.0167		568.7112
Total	0.2974	1.5293	2.3448	9.2000e-003	0.6821	7.6600e-003	0.6897	0.1829	7.1500e-003	0.1901		942.5768	942.5768	0.0409		943.5990

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	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0447	1.3564	0.3931	3.5000e-003	0.0858	2.8700e-003	0.0887	0.0249	2.7400e-003	0.0276		374.2837	374.2837	0.0242		374.8878
Worker	0.2527	0.1729	1.9518	5.7000e-003	0.5615	4.7900e-003	0.5663	0.1495	4.4100e-003	0.1539		568.2931	568.2931	0.0167		568.7112
Total	0.2974	1.5293	2.3448	9.2000e-003	0.6473	7.6600e-003	0.6550	0.1744	7.1500e-003	0.1816		942.5768	942.5768	0.0409		943.5990

3.6 Building Construction - Phase three - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826		5,417.5322	5,417.5322	1.7521		5,461.3357
Total	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826		5,417.5322	5,417.5322	1.7521		5,461.3357

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0419	1.2891	0.3721	3.4700e-003	0.0896	2.5100e-003	0.0921	0.0258	2.4000e-003	0.0282		370.9584	370.9584	0.0233		371.5412
Worker	0.2374	0.1561	1.7976	5.5000e-003	0.5924	4.6400e-003	0.5971	0.1571	4.2700e-003	0.1614		548.3218	548.3218	0.0151		548.6993
Total	0.2793	1.4452	2.1697	8.9700e-003	0.6821	7.1500e-003	0.6892	0.1829	6.6700e-003	0.1896		919.2802	919.2802	0.0384		920.2405

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	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826	0.0000	5,417.5322	5,417.5322	1.7521		5,461.3357
Total	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826	0.0000	5,417.5322	5,417.5322	1.7521		5,461.3357

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
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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	0.0419	1.2891	0.3721	3.4700e-003	0.0858	2.5100e-003	0.0883	0.0249	2.4000e-003	0.0273		370.9584	370.9584	0.0233	371.5412
Worker	0.2374	0.1561	1.7976	5.5000e-003	0.5615	4.6400e-003	0.5662	0.1495	4.2700e-003	0.1538		548.3218	548.3218	0.0151	548.6993
Total	0.2793	1.4452	2.1697	8.9700e-003	0.6473	7.1500e-003	0.6545	0.1744	6.6700e-003	0.1811		919.2802	919.2802	0.0384	920.2405

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.9032					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	33.1077	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0493	0.0324	0.3731	1.1400e-003	0.1230	9.6000e-004	0.1239	0.0326	8.9000e-004	0.0335		113.8026	113.8026	3.1300e-003		113.8810

Total	0.0493	0.0324	0.3731	1.1400e-003	0.1230	9.6000e-004	0.1239	0.0326	8.9000e-004	0.0335		113.8026	113.8026	3.1300e-003		113.8810
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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	lb/day										lb/day						
Archit. Coating	32.9032					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183			281.9062
Total	33.1077	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183			281.9062

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0493	0.0324	0.3731	1.1400e-003	0.1165	9.6000e-004	0.1175	0.0310	8.9000e-004	0.0319		113.8026	113.8026	3.1300e-003			113.8810
Total	0.0493	0.0324	0.3731	1.1400e-003	0.1165	9.6000e-004	0.1175	0.0310	8.9000e-004	0.0319		113.8026	113.8026	3.1300e-003			113.8810

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5530	2.7504	7.4134	0.0256	2.1316	0.0223	2.1540	0.5705	0.0208	0.5913		2,607.2321	2,607.2321	0.1416		2,610.7728
Unmitigated	0.5530	2.7504	7.4134	0.0256	2.1316	0.0223	2.1540	0.5705	0.0208	0.5913		2,607.2321	2,607.2321	0.1416		2,610.7728

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	61.76	61.76	61.76	211,043	211,043
Condo/Townhouse High Rise	92.64	92.64	92.64	316,565	316,565
Condo/Townhouse High Rise	54.04	54.04	54.04	184,663	184,663
Condo/Townhouse High Rise	54.04	54.04	54.04	184,663	184,663
Condo/Townhouse High Rise	30.88	30.88	30.88	105,522	105,522
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	293.36	293.36	293.36	1,002,456	1,002,456

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Condo/Townhouse High Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking Structure	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
NaturalGas Mitigated	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003			112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617
NaturalGas Unmitigated	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003			112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	101.008	1.0900e-003	9.3100e-003	3.9600e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		11.8832	11.8832	2.3000e-004	2.2000e-004	11.9539
Condo/Townhouse High Rise	176.763	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003		41.5914	41.5914	8.0000e-004	7.6000e-004	41.8385
Condo/Townhouse High Rise	202.015	2.1800e-003	0.0186	7.9200e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7665	23.7665	4.6000e-004	4.4000e-004	23.9077
Condo/Townhouse High Rise	303.023	3.2700e-003	0.0279	0.0119	1.8000e-004		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003		35.6497	35.6497	6.8000e-004	6.5000e-004	35.8616
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	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		0.0104	0.0884	0.0376	5.7000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1700e-003	2.0700e-003	113.5617

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	0.176763	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003		41.5914	41.5914	8.0000e-004	7.6000e-004	41.8385
Condo/Townhouse High Rise	0.202015	2.1800e-003	0.0186	7.9200e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7665	23.7665	4.6000e-004	4.4000e-004	23.9077
Condo/Townhouse High Rise	0.303023	3.2700e-003	0.0279	0.0119	1.8000e-004		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003		35.6497	35.6497	6.8000e-004	6.5000e-004	35.8616
Condo/Townhouse High Rise	0.101008	1.0900e-003	9.3100e-003	3.9600e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		11.8832	11.8832	2.3000e-004	2.2000e-004	11.9539
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Parking Lot	0	0.0000	0.0000	0.0000	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		0.0104	0.0884	0.0376	5.7000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1700e-003	2.0700e-003	113.5617

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2098	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174	0.0000	5.6648	5.6648	5.5200e-003	0.0000	5.8028
Unmitigated	1.5233	2.7154	4.2911	0.0173		0.2340	0.2340		0.2340	0.2340	0.0000	3,425.6648	3,425.6648	0.0711	0.0627	3,446.1262

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3135	2.6790	1.1400	0.0171		0.2166	0.2166		0.2166	0.2166	0.0000	3,420.0000	3,420.0000	0.0656	0.0627	3,440.3234

Landscaping	0.0961	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6648	5.6648	5.5200e-003		5.8028
Total	1.5233	2.7154	4.2911	0.0173		0.2340	0.2340		0.2340	0.2340	0.0000	3,425.6648	3,425.6648	0.0711	0.0627	3,446.1262

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0961	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6648	5.6648	5.5200e-003		5.8028
Total	1.2098	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174	0.0000	5.6648	5.6648	5.5200e-003	0.0000	5.8028

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1007 East Victoria Street Project - Los Angeles-South Coast County, Annual

1007 East Victoria Street Project
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	72.00	Space	0.65	28,800.00	0
Parking Lot	18.00	Space	0.16	7,200.00	0
City Park	0.34	Acre	0.34	25,789.00	0
Condo/Townhouse High Rise	8.00	Dwelling Unit	0.13	9,868.00	23
Condo/Townhouse High Rise	12.00	Dwelling Unit	0.19	12,780.00	34
Condo/Townhouse High Rise	7.00	Dwelling Unit	0.11	9,408.00	20
Condo/Townhouse High Rise	7.00	Dwelling Unit	0.11	11,424.00	20
Condo/Townhouse High Rise	4.00	Dwelling Unit	0.06	7,504.00	11

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Anticipated Units/SF

Construction Phase - Anticipated Construction Schedule

Off-road Equipment -

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Grading construction equipment list

Off-road Equipment - Planned construction equipment

Trips and VMT - Trip length to haul site.

Grading - Soil to be exported

Vehicle Trips - 278 Daily Trips

Woodstoves - SCAQMD 445 prohibits Woodstoves/ Wood burning Fireplaces

Area Coating - SCAQMD Rule 1113

Water And Wastewater -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	200.00	240.00
tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	163.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblGrading	MaterialExported	0.00	844.00

tblLandUse	LandUseSquareFeet	14,810.40	25,789.00
tblLandUse	LandUseSquareFeet	12,000.00	12,780.00
tblLandUse	LandUseSquareFeet	4,000.00	7,504.00
tblLandUse	LandUseSquareFeet	7,000.00	9,408.00
tblLandUse	LandUseSquareFeet	7,000.00	11,424.00
tblLandUse	LandUseSquareFeet	8,000.00	9,868.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	4.31	7.72
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	3.43	7.72
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	4.18	7.72
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2020	0.2196	2.1532	1.6322	3.9100e-003	0.0631	0.0989	0.1620	0.0230	0.0911	0.1141	0.0000	346.3264	346.3264	0.0964	0.0000	348.7372
2021	0.5820	5.4544	4.7042	0.0116	0.1184	0.2486	0.3670	0.0318	0.2287	0.2605	0.0000	1,023.8647	1,023.8647	0.2879	0.0000	1,031.0611
2022	0.2290	0.5669	0.5643	1.4200e-003	0.0150	0.0259	0.0409	4.0200e-003	0.0238	0.0279	0.0000	125.6945	125.6945	0.0350	0.0000	126.5698
Maximum	0.5820	5.4544	4.7042	0.0116	0.1184	0.2486	0.3670	0.0318	0.2287	0.2605	0.0000	1,023.8647	1,023.8647	0.2879	0.0000	1,031.0611

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					
2020	0.2196	2.1532	1.6322	3.9100e-003	0.0461	0.0989	0.1450	0.0148	0.0911	0.1059	0.0000	346.3260	346.3260	0.0964	0.0000	348.7369
2021	0.5820	5.4544	4.7041	0.0116	0.1124	0.2486	0.3610	0.0303	0.2287	0.2591	0.0000	1,023.8637	1,023.8637	0.2879	0.0000	1,031.0601
2022	0.2290	0.5669	0.5643	1.4200e-003	0.0142	0.0259	0.0401	3.8400e-003	0.0238	0.0277	0.0000	125.6944	125.6944	0.0350	0.0000	126.5696
Maximum	0.5820	5.4544	4.7041	0.0116	0.1124	0.2486	0.3610	0.0303	0.2287	0.2591	0.0000	1,023.8637	1,023.8637	0.2879	0.0000	1,031.0601

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	12.09	0.00	4.16	16.73	0.00	2.45	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)
5	2-20-2020	5-19-2020	0.2043	0.2043

6	5-20-2020	8-19-2020	0.2659	0.2659
7	8-20-2020	11-19-2020	1.3180	1.3180
8	11-20-2020	2-19-2021	1.1973	1.1973
9	2-20-2021	5-19-2021	1.6792	1.6792
10	5-20-2021	8-19-2021	2.1165	2.1165
11	8-20-2021	11-19-2021	1.1198	1.1198
12	11-20-2021	2-19-2022	1.0289	1.0289
13	2-20-2022	5-19-2022	0.2868	0.2868
		Highest	2.1165	2.1165

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2192	0.0380	0.4081	2.3000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	39.4245	39.4245	1.3700e-003	7.1000e-004	39.6706
Energy	1.8900e-003	0.0161	6.8700e-003	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	122.6139	122.6139	4.6500e-003	1.2300e-003	123.0967
Mobile	0.0984	0.5100	1.3689	4.7300e-003	0.3805	4.0400e-003	0.3845	0.1020	3.7700e-003	0.1058	0.0000	436.5040	436.5040	0.0233	0.0000	437.0866
Waste						0.0000	0.0000		0.0000	0.0000	3.5544	0.0000	3.5544	0.2101	0.0000	8.8058
Water						0.0000	0.0000		0.0000	0.0000	0.7855	17.2310	18.0165	0.0814	2.0500e-003	20.6627
Total	0.3195	0.5642	1.7839	5.0600e-003	0.3805	0.0102	0.3907	0.1020	9.9500e-003	0.1119	4.3398	615.7734	620.1133	0.3208	3.9900e-003	629.3225

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2153	4.5400e-003	0.3939	2.0000e-005		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	0.6424	0.6424	6.3000e-004	0.0000	0.6580
Energy	1.8900e-003	0.0161	6.8700e-003	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	122.6139	122.6139	4.6500e-003	1.2300e-003	123.0967
Mobile	0.0984	0.5100	1.3689	4.7300e-003	0.3805	4.0400e-003	0.3845	0.1020	3.7700e-003	0.1058	0.0000	436.5040	436.5040	0.0233	0.0000	437.0866
Waste						0.0000	0.0000		0.0000	0.0000	3.5544	0.0000	3.5544	0.2101	0.0000	8.8058
Water						0.0000	0.0000		0.0000	0.0000	0.7855	17.2310	18.0165	0.0814	2.0500e-003	20.6627
Total	0.3155	0.5307	1.7697	4.8500e-003	0.3805	7.5100e-003	0.3880	0.1020	7.2400e-003	0.1092	4.3398	576.9913	581.3311	0.3200	3.2800e-003	590.3099

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	1.23	5.94	0.80	4.15	0.00	26.52	0.69	0.00	27.24	2.42	0.00	6.30	6.25	0.23	17.79	6.20

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	Grading	5/1/2020	5/14/2020	5	10	
2	Building Construction - Phase one	Building Construction	8/1/2020	12/23/2020	5	103	
3	Paving	Paving	9/1/2020	9/7/2020	5	5	
4	Building Construction - Phase two	Building Construction	12/24/2020	8/9/2021	5	163	
5	Building Construction - Phase three	Building Construction	4/1/2021	3/2/2022	5	240	
6	Architectural Coating	Architectural Coating	3/3/2022	3/16/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3.75

Acres of Paving: 0.81

Residential Indoor: 103,243; Residential Outdoor: 34,414; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	6.00	203	0.36
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction - Phase three	Cranes	0	6.00	231	0.29
Building Construction - Phase three	Forklifts	0	6.00	89	0.20
Building Construction - Phase three	Generator Sets	0	8.00	84	0.74
Building Construction - Phase three	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase three	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase three	Pavers	1	8.00	130	0.42
Building Construction - Phase three	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase three	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase three	Trenchers	1	8.00	78	0.50
Building Construction - Phase three	Welders	0	8.00	46	0.45
Building Construction - Phase one	Cranes	0	6.00	231	0.29
Building Construction - Phase one	Forklifts	0	6.00	89	0.20
Building Construction - Phase one	Generator Sets	0	8.00	84	0.74
Building Construction - Phase one	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase one	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase one	Pavers	1	8.00	130	0.42
Building Construction - Phase one	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase one	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase one	Trenchers	1	8.00	78	0.50

Building Construction - Phase one	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Surfacing Equipment	1	8.00	263	0.30
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Phase two	Cranes	0	6.00	231	0.29
Building Construction - Phase two	Forklifts	0	6.00	89	0.20
Building Construction - Phase two	Generator Sets	0	8.00	84	0.74
Building Construction - Phase two	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase two	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase two	Pavers	1	8.00	130	0.42
Building Construction - Phase two	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase two	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase two	Trenchers	1	8.00	78	0.50
Building Construction - Phase two	Welders	0	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	8	20.00	0.00	106.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase three	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase one	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase two	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2020

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					0.0246	0.0000	0.0246	0.0126	0.0000	0.0126	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1711	0.1054	2.3000e-004	8.1200e-003	8.1200e-003		7.5500e-003	7.5500e-003		0.0000	20.4924	20.4924	5.9300e-003	0.0000	20.6406
Total	0.0169	0.1711	0.1054	2.3000e-004	0.0246	8.1200e-003	0.0327	0.0126	7.5500e-003	0.0202	0.0000	20.4924	20.4924	5.9300e-003	0.0000	20.6406

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	4.7000e-004	0.0157	3.4700e-003	4.0000e-005	9.1000e-004	5.0000e-005	9.6000e-004	2.5000e-004	5.0000e-005	3.0000e-004	0.0000	4.0852	4.0852	2.8000e-004	0.0000	4.0923
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.6000e-004	2.9500e-003	1.0000e-005	7.5000e-004	1.0000e-005	7.5000e-004	2.0000e-004	1.0000e-005	2.0000e-004	0.0000	0.7014	0.7014	2.0000e-005	0.0000	0.7020
Total	8.2000e-004	0.0160	6.4200e-003	5.0000e-005	1.6600e-003	6.0000e-005	1.7100e-003	4.5000e-004	6.0000e-005	5.0000e-004	0.0000	4.7866	4.7866	3.0000e-004	0.0000	4.7943

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					9.6000e-003	0.0000	9.6000e-003	4.9300e-003	0.0000	4.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1711	0.1054	2.3000e-004		8.1200e-003	8.1200e-003		7.5500e-003	7.5500e-003	0.0000	20.4924	20.4924	5.9300e-003	0.0000	20.6406
Total	0.0169	0.1711	0.1054	2.3000e-004	9.6000e-003	8.1200e-003	0.0177	4.9300e-003	7.5500e-003	0.0125	0.0000	20.4924	20.4924	5.9300e-003	0.0000	20.6406

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	4.7000e-004	0.0157	3.4700e-003	4.0000e-005	8.7000e-004	5.0000e-005	9.2000e-004	2.4000e-004	5.0000e-005	2.9000e-004	0.0000	4.0852	4.0852	2.8000e-004	0.0000	4.0923
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.6000e-004	2.9500e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.1000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.7014	0.7014	2.0000e-005	0.0000	0.7020
Total	8.2000e-004	0.0160	6.4200e-003	5.0000e-005	1.5800e-003	6.0000e-005	1.6300e-003	4.3000e-004	6.0000e-005	4.8000e-004	0.0000	4.7866	4.7866	3.0000e-004	0.0000	4.7943

3.3 Building Construction - Phase one - 2020

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
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Category	tons/yr										MT/yr					
Off-Road	0.1729	1.7441	1.2775	2.8800e-003		0.0838	0.0838		0.0771	0.0771	0.0000	253.1672	253.1672	0.0819	0.0000	255.2142
Total	0.1729	1.7441	1.2775	2.8800e-003		0.0838	0.0838		0.0771	0.0771	0.0000	253.1672	253.1672	0.0819	0.0000	255.2142

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.6100e-003	0.0781	0.0212	1.8000e-004	4.5400e-003	3.6000e-004	4.9000e-003	1.3100e-003	3.5000e-004	1.6600e-003	0.0000	17.9115	17.9115	1.1400e-003	0.0000	17.9400
Worker	0.0126	0.0102	0.1124	3.1000e-004	0.0299	2.6000e-004	0.0302	7.9400e-003	2.3000e-004	8.1800e-003	0.0000	27.8778	27.8778	8.8000e-004	0.0000	27.8997
Total	0.0152	0.0883	0.1335	4.9000e-004	0.0345	6.2000e-004	0.0351	9.2500e-003	5.8000e-004	9.8400e-003	0.0000	45.7893	45.7893	2.0200e-003	0.0000	45.8397

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1729	1.7441	1.2775	2.8800e-003		0.0838	0.0838		0.0771	0.0771	0.0000	253.1669	253.1669	0.0819	0.0000	255.2139
Total	0.1729	1.7441	1.2775	2.8800e-003		0.0838	0.0838		0.0771	0.0771	0.0000	253.1669	253.1669	0.0819	0.0000	255.2139

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	2.6100e-003	0.0781	0.0212	1.8000e-004	4.3500e-003	3.6000e-004	4.7100e-003	1.2600e-003	3.5000e-004	1.6100e-003	0.0000	17.9115	17.9115	1.1400e-003	0.0000	17.9400
Worker	0.0126	0.0102	0.1124	3.1000e-004	0.0284	2.6000e-004	0.0286	7.5600e-003	2.3000e-004	7.8000e-003	0.0000	27.8778	27.8778	8.8000e-004	0.0000	27.8997
Total	0.0152	0.0883	0.1335	4.9000e-004	0.0327	6.2000e-004	0.0333	8.8200e-003	5.8000e-004	9.4100e-003	0.0000	45.7893	45.7893	2.0200e-003	0.0000	45.8397

3.4 Paving - 2020

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	2.5000e-003	0.0268	0.0259	5.0000e-005		1.3800e-003	1.3800e-003		1.2700e-003	1.2700e-003	0.0000	4.3440	4.3440	1.4000e-003	0.0000	4.3791
Paving	2.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.7100e-003	0.0268	0.0259	5.0000e-005		1.3800e-003	1.3800e-003		1.2700e-003	1.2700e-003	0.0000	4.3440	4.3440	1.4000e-003	0.0000	4.3791

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.3400e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3319	0.3319	1.0000e-005	0.0000	0.3322
Total	1.5000e-004	1.2000e-004	1.3400e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3319	0.3319	1.0000e-005	0.0000	0.3322

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	2.5000e-003	0.0268	0.0259	5.0000e-005		1.3800e-003	1.3800e-003		1.2700e-003	1.2700e-003	0.0000	4.3440	4.3440	1.4000e-003	0.0000	4.3791
Paving	2.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.7100e-003	0.0268	0.0259	5.0000e-005		1.3800e-003	1.3800e-003		1.2700e-003	1.2700e-003	0.0000	4.3440	4.3440	1.4000e-003	0.0000	4.3791

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.3400e-003	0.0000	3.4000e-004	0.0000	3.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3319	0.3319	1.0000e-005	0.0000	0.3322
Total	1.5000e-004	1.2000e-004	1.3400e-003	0.0000	3.4000e-004	0.0000	3.4000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3319	0.3319	1.0000e-005	0.0000	0.3322

3.5 Building Construction - Phase two - 2020

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	0.0101	0.1016	0.0744	1.7000e-004		4.8800e-003	4.8800e-003		4.4900e-003	4.4900e-003	0.0000	14.7476	14.7476	4.7700e-003	0.0000	14.8669
Total	0.0101	0.1016	0.0744	1.7000e-004		4.8800e-003	4.8800e-003		4.4900e-003	4.4900e-003	0.0000	14.7476	14.7476	4.7700e-003	0.0000	14.8669

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	1.5000e-004	4.5500e-003	1.2300e-003	1.0000e-005	2.6000e-004	2.0000e-005	2.9000e-004	8.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.0434	1.0434	7.0000e-005	0.0000	1.0451
Worker	7.3000e-004	5.9000e-004	6.5400e-003	2.0000e-005	1.7400e-003	1.0000e-005	1.7600e-003	4.6000e-004	1.0000e-005	4.8000e-004	0.0000	1.6240	1.6240	5.0000e-005	0.0000	1.6252
Total	8.8000e-004	5.1400e-003	7.7700e-003	3.0000e-005	2.0000e-003	3.0000e-005	2.0500e-003	5.4000e-004	3.0000e-005	5.8000e-004	0.0000	2.6673	2.6673	1.2000e-004	0.0000	2.6703

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	0.0101	0.1016	0.0744	1.7000e-004		4.8800e-003	4.8800e-003		4.4900e-003	4.4900e-003	0.0000	14.7476	14.7476	4.7700e-003	0.0000	14.8668
Total	0.0101	0.1016	0.0744	1.7000e-004		4.8800e-003	4.8800e-003		4.4900e-003	4.4900e-003	0.0000	14.7476	14.7476	4.7700e-003	0.0000	14.8668

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	1.5000e-004	4.5500e-003	1.2300e-003	1.0000e-005	2.5000e-004	2.0000e-005	2.7000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	1.0434	1.0434	7.0000e-005	0.0000	1.0451
Worker	7.3000e-004	5.9000e-004	6.5400e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6700e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.6240	1.6240	5.0000e-005	0.0000	1.6252
Total	8.8000e-004	5.1400e-003	7.7700e-003	3.0000e-005	1.9000e-003	3.0000e-005	1.9400e-003	5.1000e-004	3.0000e-005	5.4000e-004	0.0000	2.6673	2.6673	1.2000e-004	0.0000	2.6703

3.5 Building Construction - Phase two - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2368	2.2967	1.8996	4.3900e-003		0.1097	0.1097		0.1009	0.1009	0.0000	385.8530	385.8530	0.1248	0.0000	388.9728
Total	0.2368	2.2967	1.8996	4.3900e-003		0.1097	0.1097		0.1009	0.1009	0.0000	385.8530	385.8530	0.1248	0.0000	388.9728

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	3.4100e-003	0.1085	0.0294	2.8000e-004	6.9200e-003	2.2000e-004	7.1400e-003	2.0000e-003	2.1000e-004	2.2100e-003	0.0000	27.0900	27.0900	1.6600e-003	0.0000	27.1315
Worker	0.0179	0.0139	0.1573	4.6000e-004	0.0456	3.8000e-004	0.0460	0.0121	3.5000e-004	0.0125	0.0000	41.1439	41.1439	1.2100e-003	0.0000	41.1742
Total	0.0213	0.1224	0.1867	7.4000e-004	0.0525	6.0000e-004	0.0531	0.0141	5.6000e-004	0.0147	0.0000	68.2339	68.2339	2.8700e-003	0.0000	68.3057

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	0.2368	2.2967	1.8996	4.3900e-003		0.1097	0.1097		0.1009	0.1009	0.0000	385.8526	385.8526	0.1248	0.0000	388.9724

Total	0.2368	2.2967	1.8996	4.3900e-003		0.1097	0.1097		0.1009	0.1009	0.0000	385.8526	385.8526	0.1248	0.0000	388.9724
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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	3.4100e-003	0.1085	0.0294	2.8000e-004	6.6300e-003	2.2000e-004	6.8500e-003	1.9300e-003	2.1000e-004	2.1400e-003	0.0000	27.0900	27.0900	1.6600e-003	0.0000	27.1315
Worker	0.0179	0.0139	0.1573	4.6000e-004	0.0432	3.8000e-004	0.0436	0.0115	3.5000e-004	0.0119	0.0000	41.1439	41.1439	1.2100e-003	0.0000	41.1742
Total	0.0213	0.1224	0.1867	7.4000e-004	0.0499	6.0000e-004	0.0505	0.0135	5.6000e-004	0.0140	0.0000	68.2339	68.2339	2.8700e-003	0.0000	68.3057

3.6 Building Construction - Phase three - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2971	2.8818	2.3835	5.5100e-003		0.1376	0.1376		0.1266	0.1266	0.0000	484.1595	484.1595	0.1566	0.0000	488.0742
Total	0.2971	2.8818	2.3835	5.5100e-003		0.1376	0.1376		0.1266	0.1266	0.0000	484.1595	484.1595	0.1566	0.0000	488.0742

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	4.2800e-003	0.1361	0.0369	3.5000e-004	8.6900e-003	2.8000e-004	8.9600e-003	2.5100e-003	2.7000e-004	2.7700e-003	0.0000	33.9919	33.9919	2.0900e-003	0.0000	34.0440
Worker	0.0225	0.0175	0.1974	5.7000e-004	0.0572	4.7000e-004	0.0577	0.0152	4.3000e-004	0.0156	0.0000	51.6264	51.6264	1.5200e-003	0.0000	51.6644
Total	0.0267	0.1536	0.2343	9.2000e-004	0.0659	7.5000e-004	0.0666	0.0177	7.0000e-004	0.0184	0.0000	85.6183	85.6183	3.6100e-003	0.0000	85.7084

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	0.2971	2.8818	2.3835	5.5100e-003		0.1376	0.1376		0.1266	0.1266	0.0000	484.1590	484.1590	0.1566	0.0000	488.0736
Total	0.2971	2.8818	2.3835	5.5100e-003		0.1376	0.1376		0.1266	0.1266	0.0000	484.1590	484.1590	0.1566	0.0000	488.0736

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	4.2800e-003	0.1361	0.0369	3.5000e-004	8.3200e-003	2.8000e-004	8.5900e-003	2.4200e-003	2.7000e-004	2.6800e-003	0.0000	33.9919	33.9919	2.0900e-003	0.0000	34.0440
Worker	0.0225	0.0175	0.1974	5.7000e-004	0.0542	4.7000e-004	0.0547	0.0145	4.3000e-004	0.0149	0.0000	51.6264	51.6264	1.5200e-003	0.0000	51.6644
Total	0.0267	0.1536	0.2343	9.2000e-004	0.0626	7.5000e-004	0.0633	0.0169	7.0000e-004	0.0176	0.0000	85.6183	85.6183	3.6100e-003	0.0000	85.7084

3.6 Building Construction - Phase three - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0578	0.5280	0.5060	1.2000e-003		0.0253	0.0253		0.0233	0.0233	0.0000	105.6661	105.6661	0.0342	0.0000	106.5205
Total	0.0578	0.5280	0.5060	1.2000e-003		0.0253	0.0253		0.0233	0.0233	0.0000	105.6661	105.6661	0.0342	0.0000	106.5205

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	8.8000e-004	0.0282	7.6200e-003	8.0000e-005	1.9000e-003	5.0000e-005	1.9500e-003	5.5000e-004	5.0000e-005	6.0000e-004	0.0000	7.3544	7.3544	4.4000e-004	0.0000	7.3654
Worker	4.6000e-003	3.4500e-003	0.0397	1.2000e-004	0.0125	1.0000e-004	0.0126	3.3200e-003	9.0000e-005	3.4100e-003	0.0000	10.8726	10.8726	3.0000e-004	0.0000	10.8801
Total	5.4800e-003	0.0317	0.0473	2.0000e-004	0.0144	1.5000e-004	0.0145	3.8700e-003	1.4000e-004	4.0100e-003	0.0000	18.2270	18.2270	7.4000e-004	0.0000	18.2454

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	0.0578	0.5280	0.5060	1.2000e-003		0.0253	0.0253		0.0233	0.0233	0.0000	105.6660	105.6660	0.0342	0.0000	106.5203
Total	0.0578	0.5280	0.5060	1.2000e-003		0.0253	0.0253		0.0233	0.0233	0.0000	105.6660	105.6660	0.0342	0.0000	106.5203

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	8.8000e-004	0.0282	7.6200e-003	8.0000e-005	1.8200e-003	5.0000e-005	1.8700e-003	5.3000e-004	5.0000e-005	5.8000e-004	0.0000	7.3544	7.3544	4.4000e-004	0.0000	7.3654
Worker	4.6000e-003	3.4500e-003	0.0397	1.2000e-004	0.0118	1.0000e-004	0.0119	3.1600e-003	9.0000e-005	3.2500e-003	0.0000	10.8726	10.8726	3.0000e-004	0.0000	10.8801
Total	5.4800e-003	0.0317	0.0473	2.0000e-004	0.0137	1.5000e-004	0.0138	3.6900e-003	1.4000e-004	3.8300e-003	0.0000	18.2270	18.2270	7.4000e-004	0.0000	18.2454

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.1655	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.9200e-003	1.0000e-005	5.7000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.5248	0.5248	1.0000e-005	0.0000	0.5252
Total	2.2000e-004	1.7000e-004	1.9200e-003	1.0000e-005	5.7000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.5248	0.5248	1.0000e-005	0.0000	0.5252

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0984	0.5100	1.3689	4.7300e-003	0.3805	4.0400e-003	0.3845	0.1020	3.7700e-003	0.1058	0.0000	436.5040	436.5040	0.0233	0.0000	437.0866
Unmitigated	0.0984	0.5100	1.3689	4.7300e-003	0.3805	4.0400e-003	0.3845	0.1020	3.7700e-003	0.1058	0.0000	436.5040	436.5040	0.0233	0.0000	437.0866

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	61.76	61.76	61.76	211,043	211,043
Condo/Townhouse High Rise	92.64	92.64	92.64	316,565	316,565
Condo/Townhouse High Rise	54.04	54.04	54.04	184,663	184,663
Condo/Townhouse High Rise	54.04	54.04	54.04	184,663	184,663
Condo/Townhouse High Rise	30.88	30.88	30.88	105,522	105,522
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	293.36	293.36	293.36	1,002,456	1,002,456

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Condo/Townhouse High Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking Structure	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.9235	103.9235	4.2900e-003	8.9000e-004	104.2953
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.9235	103.9235	4.2900e-003	8.9000e-004	104.2953
NaturalGas Mitigated	1.8900e-003	0.0161	6.8700e-003	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	18.6903	18.6903	3.6000e-004	3.4000e-004	18.8014
NaturalGas Unmitigated	1.8900e-003	0.0161	6.8700e-003	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	18.6903	18.6903	3.6000e-004	3.4000e-004	18.8014

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	110603	6.0000e-004	5.1000e-003	2.1700e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	5.9022	5.9022	1.1000e-004	1.1000e-004	5.9373
Condo/Townhouse High Rise	36867.8	2.0000e-004	1.7000e-003	7.2000e-004	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9674	1.9674	4.0000e-005	4.0000e-005	1.9791
Condo/Townhouse High Rise	64518.6	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8859	6.8859	1.3000e-004	1.3000e-004	6.9268
Condo/Townhouse High Rise	73735.5	4.0000e-004	3.4000e-003	1.4500e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	3.9348	3.9348	8.0000e-005	7.0000e-005	3.9582

Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		1.9000e-003	0.0162	6.8700e-003	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	18.6903	18.6903	3.6000e-004	3.5000e-004	18.8014

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	110603	6.0000e-004	5.1000e-003	2.1700e-003	3.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	5.9022	5.9022	1.1000e-004	1.1000e-004	5.9373
Condo/Townhouse High Rise	36867.8	2.0000e-004	1.7000e-003	7.2000e-004	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9674	1.9674	4.0000e-005	4.0000e-005	1.9791
Condo/Townhouse High Rise	64518.6	7.0000e-004	5.9500e-003	2.5300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8859	6.8859	1.3000e-004	1.3000e-004	6.9268
Condo/Townhouse High Rise	73735.5	4.0000e-004	3.4000e-003	1.4500e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	3.9348	3.9348	8.0000e-005	7.0000e-005	3.9582
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.9000e-003	0.0162	6.8700e-003	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	18.6903	18.6903	3.6000e-004	3.5000e-004	18.8014

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			

City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	16879	5.3780	2.2000e-004	5.0000e-005	5.3972
Condo/Townhouse High Rise	29538.2	18.8230	7.8000e-004	1.6000e-004	18.8903
Condo/Townhouse High Rise	33757.9	10.7560	4.4000e-004	9.0000e-005	10.7945
Condo/Townhouse High Rise	50636.9	16.1340	6.7000e-004	1.4000e-004	16.1917
Enclosed Parking Structure	163296	52.0296	2.1500e-003	4.4000e-004	52.2157
Parking Lot	2520	0.8029	3.0000e-005	1.0000e-005	0.8058
Total		103.9235	4.2900e-003	8.9000e-004	104.2953

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	16879	5.3780	2.2000e-004	5.0000e-005	5.3972
Condo/Townhouse High Rise	29538.2	18.8230	7.8000e-004	1.6000e-004	18.8903
Condo/Townhouse High Rise	33757.9	10.7560	4.4000e-004	9.0000e-005	10.7945
Condo/Townhouse High Rise	50636.9	16.1340	6.7000e-004	1.4000e-004	16.1917
Enclosed Parking Structure	163296	52.0296	2.1500e-003	4.4000e-004	52.2157
Parking Lot	2520	0.8029	3.0000e-005	1.0000e-005	0.8058
Total		103.9235	4.2900e-003	8.9000e-004	104.2953

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2153	4.5400e-003	0.3939	2.0000e-005		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	0.6424	0.6424	6.3000e-004	0.0000	0.6580
Unmitigated	0.2192	0.0380	0.4081	2.3000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	39.4245	39.4245	1.3700e-003	7.1000e-004	39.6706

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0165					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1868					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.9200e-003	0.0335	0.0143	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003	0.0000	38.7822	38.7822	7.4000e-004	7.1000e-004	39.0126
Landscaping	0.0120	4.5400e-003	0.3939	2.0000e-005		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	0.6424	0.6424	6.3000e-004	0.0000	0.6580
Total	0.2192	0.0380	0.4081	2.3000e-004		4.8800e-003	4.8800e-003		4.8800e-003	4.8800e-003	0.0000	39.4245	39.4245	1.3700e-003	7.1000e-004	39.6706

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0165					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1868					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0120	4.5400e-003	0.3939	2.0000e-005		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	0.6424	0.6424	6.3000e-004	0.0000	0.6580
Total	0.2153	4.5400e-003	0.3939	2.0000e-005		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	0.6424	0.6424	6.3000e-004	0.0000	0.6580

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.0165	0.0814	2.0500e-003	20.6627
Unmitigated	18.0165	0.0814	2.0500e-003	20.6627

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.405104	1.4340	6.0000e-005	1.0000e-005	1.4392
Condo/Townhouse High Rise	2.47585 / 1.56086	16.5825	0.0813	2.0400e-003	19.2236
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		18.0165	0.0814	2.0500e-003	20.6627

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.405104	1.4340	6.0000e-005	1.0000e-005	1.4392
Condo/Townhouse High Rise	2.47585 / 1.56086	16.5825	0.0813	2.0400e-003	19.2236
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		18.0165	0.0814	2.0500e-003	20.6627

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.5544	0.2101	0.0000	8.8058
Unmitigated	3.5544	0.2101	0.0000	8.8058

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
Condo/Townhouse High Rise	17.48	3.5483	0.2097	0.0000	8.7907
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		3.5544	0.2101	0.0000	8.8058

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
Condo/Townhouse High Rise	17.48	3.5483	0.2097	0.0000	8.7907
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		3.5544	0.2101	0.0000	8.8058

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1007 East Victoria Street Project - Los Angeles-South Coast County, Summer

1007 East Victoria Street Project
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	72.00	Space	0.65	28,800.00	0
Parking Lot	18.00	Space	0.16	7,200.00	0
City Park	0.34	Acre	0.34	25,789.00	0
Condo/Townhouse High Rise	8.00	Dwelling Unit	0.13	9,868.00	23
Condo/Townhouse High Rise	12.00	Dwelling Unit	0.19	12,780.00	34
Condo/Townhouse High Rise	7.00	Dwelling Unit	0.11	9,408.00	20
Condo/Townhouse High Rise	7.00	Dwelling Unit	0.11	11,424.00	20
Condo/Townhouse High Rise	4.00	Dwelling Unit	0.06	7,504.00	11

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year		2021	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Anticipated Units/SF

Construction Phase - Anticipated Construction Schedule

Off-road Equipment -

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Anticipated Construction Equipment

Off-road Equipment - Grading construction equipment list

Off-road Equipment - Planned construction equipment

Trips and VMT - Trip length to haul site.

Grading - Soil to be exported

Vehicle Trips - 278 Daily Trips

Woodstoves - SCAQMD 445 prohibits Woodstoves/ Wood burning Fireplaces

Area Coating - SCAQMD Rule 1113

Water And Wastewater -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	200.00	240.00
tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	163.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblGrading	MaterialExported	0.00	844.00

tblLandUse	LandUseSquareFeet	14,810.40	25,789.00
tblLandUse	LandUseSquareFeet	12,000.00	12,780.00
tblLandUse	LandUseSquareFeet	4,000.00	7,504.00
tblLandUse	LandUseSquareFeet	7,000.00	9,408.00
tblLandUse	LandUseSquareFeet	7,000.00	11,424.00
tblLandUse	LandUseSquareFeet	8,000.00	9,868.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	4.31	7.72
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	3.43	7.72
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	4.18	7.72
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2020	4.7923	46.3040	38.4258	0.0872	5.2613	2.1923	6.8961	2.6182	2.0172	4.1385	0.0000	8,498.2502	8,498.2502	2.4202	0.0000	8,558.7543
2021	6.5728	61.5443	53.3766	0.1312	1.3641	2.8090	4.1731	0.3658	2.5845	2.9503	0.0000	12,813.1988	12,813.1988	3.5856	0.0000	12,902.8397
2022	33.1519	25.9937	25.8399	0.0654	0.6821	1.1838	1.8659	0.1829	1.0892	1.2721	0.0000	6,381.3299	6,381.3299	1.7901	0.0000	6,426.0825
Maximum	33.1519	61.5443	53.3766	0.1312	5.2613	2.8090	6.8961	2.6182	2.5845	4.1385	0.0000	12,813.1988	12,813.1988	3.5856	0.0000	12,902.8397

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					
2020	4.7923	46.3040	38.4258	0.0872	2.2414	2.1923	3.8762	1.0727	2.0172	2.5930	0.0000	8,498.2502	8,498.2502	2.4202	0.0000	8,558.7543
2021	6.5728	61.5443	53.3766	0.1312	1.2946	2.8090	4.1036	0.3488	2.5845	2.9333	0.0000	12,813.1988	12,813.1988	3.5856	0.0000	12,902.8397
2022	33.1519	25.9937	25.8399	0.0654	0.6473	1.1838	1.8311	0.1744	1.0892	1.2636	0.0000	6,381.3299	6,381.3299	1.7901	0.0000	6,426.0825
Maximum	33.1519	61.5443	53.3766	0.1312	2.2414	2.8090	4.1036	1.0727	2.5845	2.9333	0.0000	12,813.1988	12,813.1988	3.5856	0.0000	12,902.8397

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	42.75	0.00	24.15	49.61	0.00	18.79	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5233	2.7154	4.2911	0.0173		0.2340	0.2340		0.2340	0.2340	0.0000	3,425.6648	3,425.6648	0.0711	0.0627	3,446.1262
Energy	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617
Mobile	0.5691	2.6797	7.8125	0.0270	2.1316	0.0222	2.1538	0.5705	0.0207	0.5912		2,739.8192	2,739.8192	0.1423		2,743.3758
Total	2.1027	5.4835	12.1413	0.0448	2.1316	0.2633	2.3949	0.5705	0.2618	0.8323	0.0000	6,278.3747	6,278.3747	0.2155	0.0648	6,303.0636

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2098	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174	0.0000	5.6648	5.6648	5.5200e-003	0.0000	5.8028
Energy	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617
Mobile	0.5691	2.6797	7.8125	0.0270	2.1316	0.0222	2.1538	0.5705	0.0207	0.5912		2,739.8192	2,739.8192	0.1423		2,743.3758
Total	1.7892	2.8045	11.0013	0.0277	2.1316	0.0467	2.1783	0.5705	0.0452	0.6157	0.0000	2,858.3747	2,858.3747	0.1499	2.0700e-003	2,862.7403

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	14.91	48.86	9.39	38.19	0.00	82.27	9.04	0.00	82.73	26.02	0.00	54.47	54.47	30.42	96.80	54.58

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	Grading	5/1/2020	5/14/2020	5	10	
2	Building Construction - Phase one	Building Construction	8/1/2020	12/23/2020	5	103	
3	Paving	Paving	9/1/2020	9/7/2020	5	5	
4	Building Construction - Phase two	Building Construction	12/24/2020	8/9/2021	5	163	
5	Building Construction - Phase three	Building Construction	4/1/2021	3/2/2022	5	240	
6	Architectural Coating	Architectural Coating	3/3/2022	3/16/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3.75

Acres of Paving: 0.81

Residential Indoor: 103,243; Residential Outdoor: 34,414; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Off-Highway Trucks	1	8.00	402	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	6.00	203	0.36
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction - Phase three	Cranes	0	6.00	231	0.29
Building Construction - Phase three	Forklifts	0	6.00	89	0.20
Building Construction - Phase three	Generator Sets	0	8.00	84	0.74
Building Construction - Phase three	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase three	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase three	Pavers	1	8.00	130	0.42

Building Construction - Phase three	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase three	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase three	Trenchers	1	8.00	78	0.50
Building Construction - Phase three	Welders	0	8.00	46	0.45
Building Construction - Phase one	Cranes	0	6.00	231	0.29
Building Construction - Phase one	Forklifts	0	6.00	89	0.20
Building Construction - Phase one	Generator Sets	0	8.00	84	0.74
Building Construction - Phase one	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase one	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase one	Pavers	1	8.00	130	0.42
Building Construction - Phase one	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase one	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase one	Trenchers	1	8.00	78	0.50
Building Construction - Phase one	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Surfacing Equipment	1	8.00	263	0.30
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Phase two	Cranes	0	6.00	231	0.29
Building Construction - Phase two	Forklifts	0	6.00	89	0.20
Building Construction - Phase two	Generator Sets	0	8.00	84	0.74
Building Construction - Phase two	Off-Highway Trucks	2	8.00	402	0.38
Building Construction - Phase two	Other Construction Equipment	2	8.00	172	0.42
Building Construction - Phase two	Pavers	1	8.00	130	0.42
Building Construction - Phase two	Surfacing Equipment	1	8.00	263	0.30
Building Construction - Phase two	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase two	Trenchers	1	8.00	78	0.50
Building Construction - Phase two	Welders	0	8.00	46	0.45

Architectural Coating	Air Compressors	1	6.00	78	0.48
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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	8	20.00	0.00	106.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase three	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase one	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Phase two	8	53.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2020

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					4.9238	0.0000	4.9238	2.5271	0.0000	2.5271			0.0000			0.0000
Off-Road	3.3764	34.2231	21.0816	0.0468		1.6238	1.6238		1.5097	1.5097		4,517.8054	4,517.8054	1.3070		4,550.4808
Total	3.3764	34.2231	21.0816	0.0468	4.9238	1.6238	6.5476	2.5271	1.5097	4.0368		4,517.8054	4,517.8054	1.3070		4,550.4808

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	0.0926	3.0479	0.6754	8.3700e-003	0.1853	9.7300e-003	0.1951	0.0508	9.3100e-003	0.0601		907.1817	907.1817	0.0618		908.7254
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0464	0.6212	1.6200e-003	0.1521	1.3100e-003	0.1535	0.0404	1.2100e-003	0.0416		161.4995	161.4995	5.1900e-003		161.6291
Total	0.1624	3.0943	1.2966	9.9900e-003	0.3375	0.0110	0.3485	0.0912	0.0105	0.1017		1,068.6812	1,068.6812	0.0669		1,070.3546

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					1.9203	0.0000	1.9203	0.9856	0.0000	0.9856			0.0000			0.0000
Off-Road	3.3764	34.2231	21.0816	0.0468		1.6238	1.6238		1.5097	1.5097	0.0000	4,517.8054	4,517.8054	1.3070		4,550.4807
Total	3.3764	34.2231	21.0816	0.0468	1.9203	1.6238	3.5441	0.9856	1.5097	2.4953	0.0000	4,517.8054	4,517.8054	1.3070		4,550.4807

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
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Category	lb/day										lb/day					
Hauling	0.0926	3.0479	0.6754	8.3700e-003	0.1769	9.7300e-003	0.1867	0.0487	9.3100e-003	0.0581		907.1817	907.1817	0.0618		908.7254
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0464	0.6212	1.6200e-003	0.1442	1.3100e-003	0.1455	0.0384	1.2100e-003	0.0396		161.4995	161.4995	5.1900e-003		161.6291
Total	0.1624	3.0943	1.2966	9.9900e-003	0.3211	0.0110	0.3322	0.0872	0.0105	0.0977		1,068.6812	1,068.6812	0.0669		1,070.3546

3.3 Building Construction - Phase one - 2020

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	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0498	1.4892	0.3902	3.6300e-003	0.0896	7.0100e-003	0.0966	0.0258	6.7000e-003	0.0325		387.8346	387.8346	0.0237		388.4263
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311

Total	0.2937	1.6627	2.7108	9.8900e-003	0.6821	0.0120	0.6940	0.1829	0.0113	0.1942		1,011.1744	1,011.1744	0.0433		1,012.2574
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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	lb/day										lb/day					
Off-Road	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0498	1.4892	0.3902	3.6300e-003	0.0858	7.0100e-003	0.0928	0.0249	6.7000e-003	0.0316		387.8346	387.8346	0.0237		388.4263
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5615	4.9500e-003	0.5665	0.1495	4.5600e-003	0.1541		623.3398	623.3398	0.0197		623.8311
Total	0.2937	1.6627	2.7108	9.8900e-003	0.6473	0.0120	0.6593	0.1744	0.0113	0.1857		1,011.1744	1,011.1744	0.0433		1,012.2574

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9986	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077		1,915.3637	1,915.3637	0.6195		1,930.8504
Paving	0.0838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0825	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077		1,915.3637	1,915.3637	0.6195		1,930.8504

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152

Mitigated Construction On-Site

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

Off-Road	0.9986	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077	0.0000	1,915.3637	1,915.3637	0.6195		1,930.8504
Paving	0.0838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0825	10.7323	10.3408	0.0198		0.5518	0.5518		0.5077	0.5077	0.0000	1,915.3637	1,915.3637	0.6195		1,930.8504

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0598	0.0426	0.5692	1.5400e-003	0.1377	1.2100e-003	0.1389	0.0367	1.1200e-003	0.0378		152.8947	152.8947	4.8200e-003		153.0152
Total	0.0598	0.0426	0.5692	1.5400e-003	0.1377	1.2100e-003	0.1389	0.0367	1.1200e-003	0.0378		152.8947	152.8947	4.8200e-003		153.0152

3.5 Building Construction - Phase two - 2020

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	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972		5,418.8175	5,418.8175	1.7526		5,462.6314

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0498	1.4892	0.3902	3.6300e-003	0.0896	7.0100e-003	0.0966	0.0258	6.7000e-003	0.0325		387.8346	387.8346	0.0237		388.4263
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311
Total	0.2937	1.6627	2.7108	9.8900e-003	0.6821	0.0120	0.6940	0.1829	0.0113	0.1942		1,011.1744	1,011.1744	0.0433		1,012.2574

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	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314
Total	3.3563	33.8665	24.8050	0.0560		1.6273	1.6273		1.4972	1.4972	0.0000	5,418.8175	5,418.8175	1.7526		5,462.6314

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
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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	0.0000
Vendor	0.0498	1.4892	0.3902	3.6300e-003	0.0858	7.0100e-003	0.0928	0.0249	6.7000e-003	0.0316	387.8346	387.8346	0.0237		388.4263	
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5615	4.9500e-003	0.5665	0.1495	4.5600e-003	0.1541	623.3398	623.3398	0.0197		623.8311	
Total	0.2937	1.6627	2.7108	9.8900e-003	0.6473	0.0120	0.6593	0.1744	0.0113	0.1857	1,011.1744	1,011.1744	0.0433		1,012.2574	

3.5 Building Construction - Phase two - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0426	1.3593	0.3553	3.6000e-003	0.0896	2.7800e-003	0.0924	0.0258	2.6600e-003	0.0285		384.8329	384.8329	0.0227		385.3997
Worker	0.2272	0.1562	2.1347	6.0600e-003	0.5924	4.7900e-003	0.5972	0.1571	4.4100e-003	0.1615		603.5480	603.5480	0.0178		603.9926

Total	0.2697	1.5154	2.4900	9.6600e-003	0.6821	7.5700e-003	0.6896	0.1829	7.0700e-003	0.1900		988.3809	988.3809	0.0405		989.3923
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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	lb/day										lb/day					
Off-Road	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0426	1.3593	0.3553	3.6000e-003	0.0858	2.7800e-003	0.0886	0.0249	2.6600e-003	0.0275		384.8329	384.8329	0.0227		385.3997
Worker	0.2272	0.1562	2.1347	6.0600e-003	0.5615	4.7900e-003	0.5663	0.1495	4.4100e-003	0.1539		603.5480	603.5480	0.0178		603.9926
Total	0.2697	1.5154	2.4900	9.6600e-003	0.6473	7.5700e-003	0.6549	0.1744	7.0700e-003	0.1815		988.3809	988.3809	0.0405		989.3923

3.6 Building Construction - Phase three - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852		5,418.2185	5,418.2185	1.7524		5,462.0276

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0426	1.3593	0.3553	3.6000e-003	0.0896	2.7800e-003	0.0924	0.0258	2.6600e-003	0.0285		384.8329	384.8329	0.0227		385.3997
Worker	0.2272	0.1562	2.1347	6.0600e-003	0.5924	4.7900e-003	0.5972	0.1571	4.4100e-003	0.1615		603.5480	603.5480	0.0178		603.9926
Total	0.2697	1.5154	2.4900	9.6600e-003	0.6821	7.5700e-003	0.6896	0.1829	7.0700e-003	0.1900		988.3809	988.3809	0.0405		989.3923

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	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276
Total	3.0167	29.2567	24.1983	0.0560		1.3969	1.3969		1.2852	1.2852	0.0000	5,418.2185	5,418.2185	1.7524		5,462.0276

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0426	1.3593	0.3553	3.6000e-003	0.0858	2.7800e-003	0.0886	0.0249	2.6600e-003	0.0275		384.8329	384.8329	0.0227		385.3997
Worker	0.2272	0.1562	2.1347	6.0600e-003	0.5615	4.7900e-003	0.5663	0.1495	4.4100e-003	0.1539		603.5480	603.5480	0.0178		603.9926
Total	0.2697	1.5154	2.4900	9.6600e-003	0.6473	7.5700e-003	0.6549	0.1744	7.0700e-003	0.1815		988.3809	988.3809	0.0405		989.3923

3.6 Building Construction - Phase three - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826		5,417.5322	5,417.5322	1.7521		5,461.3357
Total	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826		5,417.5322	5,417.5322	1.7521		5,461.3357

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0399	1.2926	0.3362	3.5700e-003	0.0896	2.4300e-003	0.0921	0.0258	2.3200e-003	0.0281		381.4802	381.4802	0.0219			382.0275
Worker	0.2128	0.1411	1.9695	5.8400e-003	0.5924	4.6400e-003	0.5971	0.1571	4.2700e-003	0.1614		582.3175	582.3175	0.0161			582.7193
Total	0.2528	1.4337	2.3057	9.4100e-003	0.6821	7.0700e-003	0.6891	0.1829	6.5900e-003	0.1895		963.7978	963.7978	0.0380			964.7469

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	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826	0.0000	5,417.5322	5,417.5322	1.7521			5,461.3357
Total	2.6871	24.5600	23.5342	0.0560		1.1767	1.1767		1.0826	1.0826	0.0000	5,417.5322	5,417.5322	1.7521			5,461.3357

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
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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	0.0399	1.2926	0.3362	3.5700e-003	0.0858	2.4300e-003	0.0882	0.0249	2.3200e-003	0.0272		381.4802	381.4802	0.0219	382.0275
Worker	0.2128	0.1411	1.9695	5.8400e-003	0.5615	4.6400e-003	0.5662	0.1495	4.2700e-003	0.1538		582.3175	582.3175	0.0161	582.7193
Total	0.2528	1.4337	2.3057	9.4100e-003	0.6473	7.0700e-003	0.6544	0.1744	6.5900e-003	0.1810		963.7978	963.7978	0.0380	964.7469

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.9032						0.0000	0.0000		0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	33.1077	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0293	0.4088	1.2100e-003	0.1230	9.6000e-004	0.1239	0.0326	8.9000e-004	0.0335		120.8584	120.8584	3.3400e-003		120.9418

Total	0.0442	0.0293	0.4088	1.2100e-003	0.1230	9.6000e-004	0.1239	0.0326	8.9000e-004	0.0335		120.8584	120.8584	3.3400e-003		120.9418
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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	lb/day										lb/day						
Archit. Coating	32.9032					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183			281.9062
Total	33.1077	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183			281.9062

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0442	0.0293	0.4088	1.2100e-003	0.1165	9.6000e-004	0.1175	0.0310	8.9000e-004	0.0319		120.8584	120.8584	3.3400e-003			120.9418
Total	0.0442	0.0293	0.4088	1.2100e-003	0.1165	9.6000e-004	0.1175	0.0310	8.9000e-004	0.0319		120.8584	120.8584	3.3400e-003			120.9418

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5691	2.6797	7.8125	0.0270	2.1316	0.0222	2.1538	0.5705	0.0207	0.5912		2,739.8192	2,739.8192	0.1423		2,743.3758
Unmitigated	0.5691	2.6797	7.8125	0.0270	2.1316	0.0222	2.1538	0.5705	0.0207	0.5912		2,739.8192	2,739.8192	0.1423		2,743.3758

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse High Rise	61.76	61.76	61.76	211,043	211,043
Condo/Townhouse High Rise	92.64	92.64	92.64	316,565	316,565
Condo/Townhouse High Rise	54.04	54.04	54.04	184,663	184,663
Condo/Townhouse High Rise	54.04	54.04	54.04	184,663	184,663
Condo/Townhouse High Rise	30.88	30.88	30.88	105,522	105,522
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	293.36	293.36	293.36	1,002,456	1,002,456

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Condo/Townhouse High Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking Structure	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
NaturalGas Mitigated	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003			112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617
NaturalGas Unmitigated	0.0104	0.0884	0.0376	5.6000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003			112.8908	112.8908	2.1600e-003	2.0700e-003	113.5617

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	101.008	1.0900e-003	9.3100e-003	3.9600e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		11.8832	11.8832	2.3000e-004	2.2000e-004	11.9539
Condo/Townhouse High Rise	176.763	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003		41.5914	41.5914	8.0000e-004	7.6000e-004	41.8385
Condo/Townhouse High Rise	202.015	2.1800e-003	0.0186	7.9200e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7665	23.7665	4.6000e-004	4.4000e-004	23.9077
Condo/Townhouse High Rise	303.023	3.2700e-003	0.0279	0.0119	1.8000e-004		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003		35.6497	35.6497	6.8000e-004	6.5000e-004	35.8616
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	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		0.0104	0.0884	0.0376	5.7000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1700e-003	2.0700e-003	113.5617

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	0.202015	2.1800e-003	0.0186	7.9200e-003	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003		23.7665	23.7665	4.6000e-004	4.4000e-004	23.9077
Condo/Townhouse High Rise	0.303023	3.2700e-003	0.0279	0.0119	1.8000e-004		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003		35.6497	35.6497	6.8000e-004	6.5000e-004	35.8616
Condo/Townhouse High Rise	0.101008	1.0900e-003	9.3100e-003	3.9600e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		11.8832	11.8832	2.3000e-004	2.2000e-004	11.9539
Condo/Townhouse High Rise	0.176763	3.8100e-003	0.0326	0.0139	2.1000e-004		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003		41.5914	41.5914	8.0000e-004	7.6000e-004	41.8385
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Parking Lot	0	0.0000	0.0000	0.0000	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		0.0104	0.0884	0.0376	5.7000e-004		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003		112.8908	112.8908	2.1700e-003	2.0700e-003	113.5617

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2098	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174	0.0000	5.6648	5.6648	5.5200e-003	0.0000	5.8028
Unmitigated	1.5233	2.7154	4.2911	0.0173		0.2340	0.2340		0.2340	0.2340	0.0000	3,425.6648	3,425.6648	0.0711	0.0627	3,446.1262

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.3135	2.6790	1.1400	0.0171		0.2166	0.2166		0.2166	0.2166	0.0000	3,420.0000	3,420.0000	0.0656	0.0627	3,440.3234

Landscaping	0.0961	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6648	5.6648	5.5200e-003		5.8028
Total	1.5233	2.7154	4.2911	0.0173		0.2340	0.2340		0.2340	0.2340	0.0000	3,425.6648	3,425.6648	0.0711	0.0627	3,446.1262

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0961	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174		5.6648	5.6648	5.5200e-003		5.8028
Total	1.2098	0.0364	3.1511	1.7000e-004		0.0174	0.0174		0.0174	0.0174	0.0000	5.6648	5.6648	5.5200e-003	0.0000	5.8028

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix C
Access and Circulation
Recommendations

From: [Ignacio Rincon](#)
To: [Gonzalez, Alicia](#); [Torres, Eddie](#)
Cc: brian@brandywine-homes.com
Subject: EXTERNAL: FW: 1007 E Victoria: Recommended CEQA Approach - Brandywine
Date: Tuesday, November 5, 2019 11:17:11 AM
Attachments: [image001.png](#)
[image002.png](#)
[image008.png](#)
Importance: High

Hello Alicia,

See comments below, from our City Engineer, regarding the Victoria Street site access, for you review.

If you have any questions regarding the comments, feel free to contact me and I will forward to our traffic engineer, Jeff.

Best,

Ignacio Rincon | Senior Planner
City of Carson | Planning Division
701 E. Carson Street, Carson, CA 90745
(310) 952-1700 ext. 1323



City Hall is Closed Every Friday

From: Jeff Thierry
Sent: Tuesday, November 5, 2019 10:53 AM
To: Ignacio Rincon
Subject: RE: 1007 E Victoria: Recommended CEQA Approach - Brandywine

Good Morning Ignacio, item of concerns that could impact the Traffic in the surroundings are as follows:

1. For enhanced visibility and comfortable turning movement around returns it is recommended to install red curb on the north side of Victoria Street east and west of entrance. The distance of the red curb may need to be discussed in relation to parking demands. Since only right turns are allow for egress due to center median, 20 feet of red curb west of entrance is typical. Up for discussion is the curb area east of entrance between the Brandywine entrance and Cedarbluff Way private driveway that is roughly 100' . Pending the appropriate red curb for the posted speed limit or 85th percentile speed limit, and installing 20 feet of red curb west of Cedarbluff Way would likely result in only three available parking spaces considering the average length to be 18 feet and the proposed red

- curb east of entrance at 30 feet.
2. Trash pickup I assume will be done on the main entry way. Thus the truck will likely proceed toward rear of track and at some point turn left of right , than backup and re-enter main entry way to exit. The truck turning radius template should be shown to confirm that the turns can be negotiated.
 3. The Fire Department should be given the opportunity to comment in regard to their typical fire related functions and fire truck access in a similar fashion to the Trash truck concerns.
 4. Similar to the Cedarbluff Way entrance, there is an existing cross gutter to collect the water flow at the entrance, this could be beneficial at Brandywine entrance as well

I have no further comments at this time. Thank you.

From: Ignacio Rincon
Sent: Tuesday, November 5, 2019 8:35 AM
To: Jeff Thierry
Subject: FW: 1007 E Victoria: Recommended CEQA Approach - Brandywine
Importance: High

Hello Jeff,

Following-up on my previous email (below). Can you get this done today, so that I can provide it to MBI?

Thanks.

From: Ignacio Rincon
Sent: Thursday, October 31, 2019 11:50 AM
To: Jeff Thierry
Subject: FW: 1007 E Victoria: Recommended CEQA Approach - Brandywine
Importance: High

Jeff,

Have you had a chance to review the revised site plan and highlighted comment below, from Michael Baker (On-Call Environmental Consultant)?

If you agree with their determination, below, we would need a letter from you agreeing to that “the revised project plans ensure right-turn movements out of the project site meet applicable site distance requirements”. Thanks.

Ignacio Rincon | Senior Planner
City of Carson | Planning Division
701 E. Carson Street, Carson, CA 90745
(310) 952-1700 ext. 1323



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Michael Baker

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